

**Minutes of the 324<sup>th</sup> meeting of Expert Appraisal Committee held on 19<sup>th</sup> – 21<sup>st</sup> April, 2023 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes7(c); Ports, harbors, breakwaters, dredging7(e) and National Highways7(f).**

The 324<sup>th</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held at INDUS Conference in a hybrid (Physical-Video Conferencing) mode hall during **19<sup>th</sup> – 21<sup>st</sup> April, 2023** under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

### **1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

### **2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 322<sup>nd</sup> meeting during 21<sup>st</sup>-22<sup>nd</sup> March, 2023 with the following corrections. In the Agenda No. 3.13 for the proposal of “Expansion of Captive Port from 15 MTPA to 5 MTPA with Lighterage Operation and Desalination Plant of 40 MLD & Associated facilities at Kottattai village, Bhuvangiri Taluk, Cuddalore District, Tamil Nadu by M/s IL&FS Tamil Nadu Power Company Ltd. (ITPCL)”-Terms of Reference Proposal No. IA/TN/INFRA1/417541/2023 and File No. 10/5/2023-IA.III.

PP applied for ToR for reduction capacity from 15 MTPA to 5 MTPA against the EC/CRZ obtained earlier and also said that project construction activity is completed about 50% for the proposed reduced capacity before covid 19 and requested exempted the Public hearing as per the MoEF&CC Notification dated 18<sup>th</sup> March 2021 as the construction activities carried out at Captive port site with respect to the present Lighterage Proposal is more than 50%.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 322<sup>nd</sup> meeting during 21<sup>st</sup> - 22<sup>nd</sup> March, 2023 and recommended the proposal for grant of Terms of References with exemption of conduct of Public Hearing with the specific conditions, as mentioned at In the Agenda No. 3.13, in addition to all standard conditions applicable for such projects.

### **AGENDA WISE CONSIDERATION OF PROPOSALS:**

Agenda wise details of proposals discussed and decided in the meeting are as following:

#### **Agenda No. 3.1**

**Subject: Construction of 4 lane access controlled New Greenfield Highway Section of NH163G from Mancherial to Warangal from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor under NH(O)**

**scheme in the State of Telangana M/s National Highways Authority of India (Length – 108.406 km) – Environmental Clearance**

**Proposal No. IA/TG/INFRA1/421775/2023 and File No. 10/29/2021-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.1.3. The project proponent along with DPR consultant M/s K&J Projects Pvt. Ltd and EIA consult M/s Enviro Infra Solutions Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:-

3.1.4. The proposal is for Construction of 4 lane Access Controlled New Greenfield Highway Section (Mancherial-Warangal) of length 108.406 km from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor (NHO) under NH(O) program on Hybrid Annuity mode in the state of Telangana.

3.1.5. The proposed project highway starts from Narva village (Chainage 3+834) (Latitude: 18°50'33.55" N Longitude: 79°33'19.12" E) in Mancherial district and terminates at Oorugonda village (Chainage 112+240) (Latitude: 18° 2'36.76" N Longitude: 79°41'7.41" E) in Hanamkonda (Warangal Rural) district in the state of Telangana.

3.1.6. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 4058.63 Crores.

3.1.7. ToR details: The Terms of Reference (ToR) was considered in 266<sup>th</sup> EAC meeting during 12<sup>th</sup> July, 2021, in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 26<sup>th</sup> July, 2021.

3.1.8. Public hearing: Public Hearing was conducted by Uttar Pradesh & Bihar State Pollution Control Board (SPCB) as follows.

| S.No | Date       | Venue  | District                | Chaired by                     |
|------|------------|--|-------------------------|--------------------------------|
| 1    | 07/03/2022 | Puttapaka Village site, Near Highway construction, Manthani Mandal                         | Peddapalli              | Additional District Magistrate |
| 2    | 15/03/2022 | Mahatma Jyothiba Phule BC welfare Residential School Complex(Boys), Mogullapally(V and M), | Ayashankar Bhupalapally | Joint Collector                |
| 3    | 23/03/2022 | Z.P High school, Gatlakaniparti village, sayam peta mandalam                               | Hanumakonda             | Additional District Collector  |

|   |            |   |            |                      |
|---|------------|---|------------|----------------------|
| 4 | 30/03/2022 | Open Place Shetpally Gram Panchayath, Shetpally, village Jaipur Mandal, | Mancherial | Additional Collector |
|---|------------|---|------------|----------------------|

### 3.1.9. Land use/ Land cover of the project site.

| Land use/ Land cover | Area (ha.)  | Percentage  |
|----------------------|-------------|-------------|
| Water Body           | 447.542811  | 3.962867881 |
| Road built up        | 127.285896  | 1.127081425 |
| vegetation cover     | 650.713908  | 5.761891785 |
| built up settlement  | 109.788656  | 0.972148201 |
| Crop Land            | 9957.45104  | 88.17047651 |
| Barren Land          | 0.625       | 0.005534202 |
| Total area           | 11293.40731 | 100         |

3.1.10. Terrain and Topographical Features: The topography of the proposed National Highway is mainly flat to undulating in nature. The elevation of the project varies from 116 m msl to 306 m msl.

3.1.11. Details of water bodies, impact on drainage: There are 04 Nos. of rivers, 06 Nos. of ponds and 46 Nos of streams which are crossing the proposed alignment. There shall be no major impact on the drainage system as 01 Major Bridge at 7+800 (Pedda Vagu), 01 Major Bridge at 25+450 (Godavari River), 01 Major Bridge at 32+449 (Bokkala Vagu), 01 Major Bridge at 32+449 (Maner River) and 01 Major Bridge at 79+602 (Chali Vagu) and also other Minor bridges where there is crossing the canals/streams ponds will be constructed. The proposed highway will also have ROB - (1), Major Bridges - (5), Minor Bridges - (45), Intersection - (1), Vehicular underpasses - (24), Pedestrian underpasses - (35), LVUPs - (4), SVUPs - (9), Box Culverts – (146), Pipe Culverts – (36) and Flyovers – (5).

3.1.12. Water requirements: Total requirement of water for the construction is estimated 28,00,047 KLD which will be met through surface water and ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.1.13. Tree cutting: The alignment will involve cutting of approx. 14,689 no of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW. About 44,067 no's trees has been proposed to be planted as compensatory plantation trees.

3.1.14. Diversion of forest land: The proposed project requires diversion of 12.558 ha of forest (RF/PF) land. The proposal for forest diversion proposal is under process.

3.1.15. The Proposed project alignment passes through the ESZ of Siwaram Wildlife Sanctuary over a length of 10.579 km and width of 45.00 m in Mancherial District and over a length of 13.910 km and width of 45 m in Peddapally District. Draft Eco sensitive zone of Sivaram Wildlife Sanctuary Notification No. SO. 2145 (E) dated 24th May 2018 is yet to be finalize. Since the notification is in draft stage, therefore NBWL Clearances is applicable.

3.1.16. As per the primary survey a total 90 birds species were recorded, among them schedule – I species are Brahminy Kite Crested Serpent Eagle, Grey Hornbill, Indian Peafowl, Indian Pied Hornbill, Shikra, Spotted Owlet (Table – 13). In mammals, a total 28 mammals species were recorded, schedule – I species are Blackbuck, Chinkara, Wild Dog, Four Horned Antelope, Gaur, Grey Wolf, Indian Pangolin, Leopard, Leopard Cat, Ratel /Honey Badger, Sloth Bear, Tiger. In reptiles, a total 19 reptiles found in project area, schedule – I are Yellow Monitor Lizard, Python, Indian Black Turtle, Mugger. In amphibians, a total 12 species were found in the project area. Similarly, 51 fishes species found in project area.

3.1.17. Waste Management: 500 gram/head/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and from wayside amenities area within ROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.1.18. Details of Rain Water Harvesting: Rainwater harvesting structures have been provided at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 216 nos. of structures shall be constructed). The total cost of the rainwater harvesting structures including its maintenance is Rs.1,22,50,000 and this cost has been covered in the EMP cost.

3.1.19. The Project requires approx. 566.01 ha. of land. Approx. 35 nos. of structures are coming in the proposed RoW. The land will be acquired as per procedure laid down in RFCT LARR Act, 2013. Estimated cost for Land and Rehabilitation & Resettlement including land acquisition has been worked out to Rs. **316.10 Crores.**

3.1.20. Employment potential: During the construction of the highway project around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 40 persons will be employed on permanent basis. Preference will be given to local people for employment.

3.1.21. Benefits of the project - This project starts from Ramaraopet village in Macherial district and terminates at Oorugonda village in Warangal district in the state of Telangana. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way

side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.1.22. Details of Court cases- No court case is pending against the proposed project.

3.1.23. During the deliberation, EAC observed the following:

- i. *The re-alignment shall reduce the total length of the road. Accordingly, PP submitted that the alignment is slightly reduced the length from 112.240km to 108.406km the alignment that starts from Design Chainage 3+834 to 112+240 whereas ToR obtained from Design Chainage 0+000 to 112+240. In this regard PP mentioned that during Joint Measurement Survey for Land Acquisition it was observed that the stretch from km. 0.000 to km. 3.834 widening work is under progress in the proposed overlapping section. On enquiry from Executive Engineer NH R&B, Mancherial, confirmed that the NH R&B(MoRT&H) is developing the NH -63 from existing two lane road to four lane with divided carriageway under COS for the overlapping stretch. Due to duplication of works the link section of NH63 from km. 0.000 to 3.834 was dropped from project stretch. Therefore, the length of Mancherial-Warangal section of NH163G is decreased from 112.240km to 108.406km. The final stretch remains from km. 3.834 to km. 112.240. The Committee is agreed for reduction of the length.*
- ii. *Biodiversity Assessment and Conservation/Mitigation Plan has been prepared and the State Forest Department is authorized the same. It is mentioned that the proposed road project passes through the ESZ of Siwaram Wildlife Sanctuary over a length of 10.579 km and width of 45.00Mts in Mancherial and over a length of 13.910 Km and width of 45.00Mts in Peddapally Districts. No notified Wildlife Sanctuary area or forest area is involved in the proposed project. Hence there will be no significant negative impact on Wildlife or Wildlife habitat. However, due to widening of the road, there is likelihood increase in vehicular traffic which will disturb the movement of wild animals across the road. The vehicular traffic will also result in higher level of noise and air pollution. The negative impacts can be overcome by implementing wildlife mitigation plan prepared by Forest Department with funding from user agency and also providing animal passages at designated locations as per the design and prescribed by WII Dehradun.*
- iii. The EAC warn the consultant M/s Enviro Infra Solutions Pvt. Ltd for presenting the secondary data as primary data.

3.1.24. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> -21<sup>st</sup> April, 2023, **recommended** the project for grant of Environmental Clearance for the project of 'Construction of 4 lane access controlled New Greenfield Highway Section of NH163G from Mancherial to Warangal from Narva village to Oorugonda village (Design Chainage 3+834 to 112+240) under Other Economic Corridor under NH(O) scheme in the State of Telangana M/s National Highways Authority of India (Length – 108.406 km)' subject to all specific and standard conditions applicable for such projects.

- i. The environmental clearance is subject to obtaining prior clearance from the wildlife angle, including clearance from the Standing Committee of the National Board for Wildlife, as applicable, Grant of environmental clearance does not necessarily imply that Wildlife Clearance and other clearances shall be granted to the project and that their proposal for Wildlife Clearance and other clearances will be considered by the respective authorities on its merit and decision taken.
- ii. The user agency shall take up construction of underpasses, eco-bridge / elevated road at 2 locations as indicated by the DFO, Pedapally at Adavi Srirampur and Ramaiahpally with minimum 100 m in length and as per the designs and dimensions prescribed by WII, Dehradun to provide safe passage for wild animals and to avoid accidents.
- iii. The user agency shall take up construction of animal underpasses at locations indicated by DFO, Mancherial/State Forest Department with minimum 100 m in length and as per the design and specifications of WII, Dehradun to facilitate safe movement across the proposed NH and to avoid accidents.
- iv. All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report. Zoological Survey of India will oversee the same in coordination with forest department and PP will provide necessary funds to ZSI within 3 months from the issue of EC.
- v. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget. The budget should be provided to respective state forest departments within 3 months of grant of EC.
- vi. PP shall undertake the all structures proposed along the proposed alignment as proposed at table no. Table 2.13 (a): Details of the major bridges and Table 2.13 (b): Details of Minor bridges EIA/EMP report.
- vii. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980.
- viii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.
- ix. Forest category should be differentiated into forest land and Non-forest land for the tree cutting.
- x. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree

that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). All the plantation will be done by state forest department as deposit work and not by private contractors.

- xi. Trees with heronry (breeding ground for herons, egrets, etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- xii. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the respective State forest departments as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- xiii. Apart from land compensation, the loss for crop has also to be compensated.
- xiv. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- xv. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.
- xvi. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- xvii. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- xviii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xix. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- xx. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xxi. No Ground water shall be extracted and used. Approval/permission of concerned

- authority shall be obtained before drawing surface water from canal or any other sources.
- xxii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xxiii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- xxiv. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xxv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

### **Agenda No. 3.2**

**Subject: Development of 4 lane Greenfield Access controlled highway starting from Bellampalle on NH-363(Mancherial – Chandrapur Highway) in Telangana state and terminating at Gadchiroli on NH-353C on (Gadchiroli-Nagpur Highway) in Maharashtra state (150 km) Section which is further sub divided into Section-2: MH/TL Border - Gadchiroli in Maharashtra state passing through districts namely Chandrapur and Gadchiroli (Total length - 86 km) M/s National Highway Authority of India – Terms of Reference**

**Proposal No. IA/MH/INFRA1/421705/2023 and File No. 10/14/2023-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.2.1. The project proponent along with the DPR consultant M/s RITES Ltd made a presentation through Video Conferencing and provided the following information:-



3.2.2. The proposal is for development of 4 lane Greenfield Access controlled highway starting from Bellampalle on NH-363(Mancherial – Chandrapur Highway) in Telangana state and terminating at Gadchiroli on NH-353C on (Gadchiroli-Nagpur Highway) in Maharashtra state (150 km) Section which is further sub divided into Section-2: MH/TL Border - Gadchiroli in Maharashtra state passing through districts namely Chandrapur and Gadchiroli (Total length - 86 km) M/s National Highway Authority of India.

3.2.3. The proposed highway section-1 starts from Bellampalle on NH-363 towards Gadchiroli. The Geo Coordinates of the project site start at 19°35'310"N and 79°40'075"E and ends at 20°12'03.11"N and 80°00'42.85"E respectively.

3.2.4. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 3078.84 Crores.

3.2.5. The land use/land cover around 1 km of the proposed alignment is majority agricultural/private land followed by government/barren & forest land.

3.2.6. Right of Way (RoW): 70m in Plain & Rolling Terrain including at VUP/LVUP/SVUP locations with Slip/Service Road and 60m in Forest Area.

3.2.7. Terrain and Topographical Features: The project area is located in the state of Maharashtra. The topography in the proposed project area is mainly plain and undulating area. The areas have an elevation ranging of 398.3736 m (1307 ft).

3.2.8. Details of water bodies, impact on drainage: There is Rivers –2 Nos. Canal-1 Nos. Total –3 Nos. falling along the alignment. There shall be no major impact on the drainage system as 474 nos. numbers of structures (such as culverts, minor bridges, major bridges etc.) will be constructed.

3.2.9. Water requirements: The total requirement of water for construction is estimated to 100000 KLD. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from appropriate authority. The ground water will be abstracted for camp site after obtaining the permission from ground water board.

3.2.10. Tree cutting: The alignment will require cutting of approximately 1500 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of four lane road. Detailed tree inventories will be provided after joint enumeration with the appropriate authority in EIA.

3.2.11. Diversion of forest land: Approx. 30 ha land under RF land along the roads and canals. The forest proposal shall be prepared after consultation with concerned forest officer if it attracts FC under section 2, 1980.

3.2.12. The proposed alignment passes at a distance of 5.26 km from the boundary of proposed but not notified in State/ Central Gazette, Kanhargaon Wildlife Sanctuary, to the North East to South East side.

3.2.13. Land acquisition and R&R issues involved: About 650 ha land likely to be acquired as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.

3.2.14. Employment potential: During the construction of the road project around 500 persons

would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 250 persons will be employed on permanent basis. The total manpower requirement for the project is 750. Preference will be given to local people for employment. The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time & shall provide easy access to social infrastructure.

3.2.15. Benefits of the project: The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The project will enhance economic development in the area through industrial areas Agriculture (Market access), commercial development and consequent employment. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.2.16. Details of Court cases: No court case is pending against the proposal.

3.2.17. The Committee Observation of the following.

*i. As mentioned by PP the alignment of Bellampalle-Gadchiroli passing through ESZ of Kanhargaon Wildlife Sanctuary in Maharashtra. However, the proposed alignments are passing through the wildlife corridor of Tadoba Andhari Tiger Reserve, Kanhargaon Wildlife Sanctuary, Navegaon Nagzira Tiger Reserve, Chaprala Wildlife Sanctuary, Bhamragarh Wildlife Sanctuary in Maharashtra and Indravati National Park, Bhiramgarh Wildlife Sanctuary, Sitanadi Wildlife Sanctuary, Udanti Wildlife Sanctuary in Chhattisgarh.*

3.2.18. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, **deferred** the project for grant of Terms of Reference (ToR) for the want of following documents/information:

*ii. The alignment of Bellampalle-Gadchiroli passing through ESZ of Kanhargaon Wildlife Sanctuary in Maharashtra. however the proposed alignments are passing through the wildlife corridor of Tadoba Andhari Tiger Reserve, Kanhargaon Wildlife Sanctuary, Navegaon Nagzira Tiger Reserve, Chaprala Wildlife Sanctuary, Bhamragarh Wildlife Sanctuary in Maharashtra and Indravati National Park, Bhiramgarh Wildlife Sanctuary, Sitanadi Wildlife Sanctuary, Udanti Wildlife Sanctuary in Chhattisgarh Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR. Sub-Committee will comprise of representatives of EAC, NTCA, WII, ZSI, PCCF (Wildlife) or its representative of respective states and Mr. Nitin Kakodkar, former PCCF, Govt of Maharashtra as a special invitee. The Committee will visit the sites in the month of June 2023.*

**Subject: Development of 4/6 lane North - East side Gorakhpur bypass starting from NH-29E (Chainage 83+308) and end at NH-28 (Chainage 285+100) under NHDP Phase-VII in the State of Uttar Pradesh (Total Length – 26.616 km) by M/s National Highways Authority of India – Environmental Clearance.**

**Proposal No. IA/UP/INFRA1/423950/2023 and File No. 10/41/2021-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.3.1. The project proponent along with the DPR consultant M/s SAI Consulting Engineers Pvt. Ltd, Faridabad and EIA consultant M/s P and M Solutions, Noida made a presentation through Video Conferencing and provided the following information:-

3.3.2. The proposal is for development of 4/6 lane North - East side Gorakhpur bypass starting from NH-29E (Chainage 83+308) and end at NH-28 (Chainage 285+100) under NHDP Phase-VII in the State of Uttar Pradesh (Total Length – 26.616 km) by M/s National Highways Authority of India.

3.3.3. The highway starts from NH-29E (chainage 83+308) near Village Maniram and end at NH-28 (chainage 285+100) near village Koni passing through 26 revenue Villages of Tehsil & District Gorakhpur in the State of Uttar Pradesh. The Latitude and Longitude of start point is 26°51'04.87"N, 83°19'47.61"E and end point is 26°44' 25.58"N, 83°31'39.97"E respectively. The area falls under Earthquake Moderate Damage Risk Zone-III and High Damage Risk Zone-IV.

3.3.4. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 193649 Lakhs.

3.3.5. ToR details: The Terms of Reference (ToR) was considered in 273rd EAC meeting during 11<sup>th</sup> October, 2021, in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 26th July, 2021.

3.3.6. Public hearing: Public Hearing was conducted by Uttar Pradesh State Pollution Control Board (SPCB) as follows.

| S.No | Date       | Venue                              | District  | Chaired by                     |
|------|------------|------------------------------------|-----------|--------------------------------|
| 1    | 04.11.2022 | Tehsil Campus of Gorakhpur Distric | Gorakhpur | Additional District Magistrate |

3.3.7. Land use / Landcover of project site:

| S. No. | Land use / Landcover | Area (ha) | Area in % |
|--------|----------------------|-----------|-----------|
| 1      | Agriculture Land     | 143.400   | 87.015    |
| 2      | Forest Land          | 4.946     | 3.001     |

|       |           |         |         |
|-------|-----------|---------|---------|
| 3     | Waterbody | 3.150   | 1.911   |
| 4     | Others    | 13.304  | 8.073   |
| Total |           | 164.800 | 100.000 |

3.3.8. Right of Way (RoW): The proposed Right of Way (RoW) of the project is 60m. Additional land up to 10m on both sides has been considered for improvement of cross road at every junction. In Reserve Forest, RoW is restricted to 45m.

3.3.9. Details of water bodies, impact on drainage: The proposed alignment is crossing 1 River, 23 drains, 10 canals and 3 ponds. 1 major bridge, 6 minor bridges and 52 culverts have been provided to avoid any impact on drainage.

3.3.10. Water requirements: During construction phase about 850 KLD water will be required. Water shall be sourced from surface water bodies through Tankers after taking necessary approval from competent authority. No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

3.3.11. The proposed alignment is passing through the Bangain Reserve Forest (RF) for about 935 meters length (Ch 6+565 to Ch 7+500) and protected forest (roadside/railway side plantation notified as PF) at two locations. Approx. 4.946 ha (RF- 4.495 ha and PF- 0.451 ha) forest land will be diverted for the project. Application for Forest Clearance has been submitted for In-Principle Approval.

3.3.12. The proposed alignment does not pass through any wildlife sanctuary, protected area and its eco sensitive zone.

3.3.13. Waste Management: Construction and demolition waste due to construction activities and demolition of existing structures shall be reused and managed as per Construction and Demolition Waste Management Rules, 2016. Municipal wastes generated from the construction workers camp shall be managed as per Solid Waste Management Rules, 2016. Hazardous wastes generated due to activities like maintenance and repair work on vehicles shall be managed as per Hazardous and Other Wastes (Management, & Trans-boundary Movement) Rules, 2016.

3.3.14. Details of tree cutting and Green belt development: Approx. 4382 trees (1390 trees in forest area and 2992 trees in non-forest area) are likely to be felled due to proposed highway within RoW. Approx. 31034 trees as Avenue Plantation and 17726 Shrubs in Median shall be planted on available RoW as per IRC:SP:21:2009 “Guidelines on Landscaping & Tree Plantation” and NHAI Green Highway Policy, 2015.

3.3.15. Rainwater harvesting structure: The rainwater-harvesting chamber shall be placed at every 1000m interval c/c (500m interval in a staggered way) with dimensions of 2x2x 0.75m<sup>3</sup> all throughout the project corridor. A perforated RCC Slab covers the chamber. There is a 20cm filling, which also acts as sediment trap.

3.3.16. Land acquisition and R&R: About 164.8 ha of land shall be acquired for the project as per NH Act, 1956 and compensation and R&R shall be as per the RFCTLARR Act, 2013.

3.3.17. Employment potential: During the construction of the road, around 816 persons would be employed out of which 163 will be permanent and 653 will be temporary manpower for a period of 2 years. During operation of Highway, about 10 permanent manpower will be employed for highway patrolling, highway management & maintenance activities, etc. and approx. 20 temporary manpower will be employed for highway maintenance work etc. Preference will be given to local people for employment.

3.3.18. Benefits of the Project: The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time & shall provide easy access to social infrastructure.

3.3.19. Details of court cases: No court case on the proposed project.

3.3.20. The EAC, during the meeting the following are observed.

- i. Hydrological Assessment and Cross Drainage Design Report and Mitigation Measures have been prepared based on the report a Major Bridge on Mahesara River at Km 6+325 is proposed.*

3.3.21. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, **recommended** the project for grant of Environmental Clearance for the project of ‘Development of 4/6 lane North - East side Gorakhpur bypass starting from NH-29E (Chainage 83+308) and end at NH-28 (Chainage 285+100) under NHDP Phase-VII in the State of Uttar Pradesh (Total Length – 26.616 km) by M/s National Highways Authority of India’ subject to all specific and standard conditions applicable for such projects.

- i. PP shall construct the elevated bridge to avoiding the floodporne area from chainage 6100 to 6325.
- ii. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- iii. Trees with heronry (breeding ground for herons, egrets etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees. NOC from the state forest department in this regard be sought and submitted to the regional office of MoEFCC.
- iv. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species.

No exotic species to be used for the same.

- v. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- vi. The landscape planning should include plantation of native species only. The species with heavy foliage, broad leaves and wide canopy cover such as Ficus trees are desirable. Water intensive and/or invasive species should not be used for landscaping.
- vii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- viii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- ix. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- x. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xi. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xii. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC: SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise. The work will be done by state forest department as a deposit work and not by private contractors.
- xiii. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xiv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project

proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

#### Agenda No. 3.4

**Subject: Development of 4 lane Areraj to Bettiah Section of NH-139W starts from Areraj town (Design Ch. 0.000) in district East Champaran and ends after Bettiah town merge into SH-727 (Design Ch. 41.882) in District West Champaran, Bihar (Total length: 41.882 km) by National Highway Authority of India –Terms of Reference Proposal No. IA/BR/INFRA1/420748/2023 and File No. 10/15/2023-IA.III.**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.4.1. The project proponent along with the DPR consultant M/s Lea Associate South Asia Pvt Ltd. made a presentation through Video Conferencing and provided the following information:-

3.4.2. Construction of 4 lane Areraj to Bettiah Section of NH-139W: Starts from Areraj town (Design Ch. 0.000) in district East Champaran and ends after Bettiah town merge into SH-727 (Design Ch.41.882) in district West Champaran in the state of Bihar”. The total length of the project alignment is approx. 41.882 Km. (Total Project length= 41.882 km).

3.4.3. The proposed project starts from SH-54 near Areraj in district of East Champaran (Motihari) with design Ch. 0.000 and terminates at NH-727 after Bettiah at chainage (Km 41.882) in district of West Champaran (Bettiah) in the state of Bihar. The alignment falls in 02 districts i.e., “East Champaran and West Champaran” in the state of Bihar. The Latitude and Longitude of start point is 26°33'52"N, 84°40'12"E and end point is 26°51'27"N, 84°27'59"E respectively.

3.4.4. Land use/ Land cover details of the project site:

| S. No. | Land use/Land cover | Area (ha) | Percentage % | Remarks if any   |
|--------|---------------------|-----------|--------------|--|
| 1.     | Private land        | 179.8313  | 94.07        | Agriculture Land   |
| 2.     | Government land     | 10.8609   | 5.68         | Agriculture / Barren / other Land                            |
| 3.     | Forest land         | 0.480     | 0.25         | Protected Forest land (Vacant land of crossing of link roads |

|  |       |          |     |            |
|--|-------|----------|-----|------------|
|  |       |          |     | and river. |
|  | Total | 191.1722 | 100 | -          |

3.4.5. Right of Way (RoW): The proposed Right of Way of the project is 45m.

3.4.6. Terrain and topographical features: The terrain of the alignment is basically plain.

3.4.7. Details of water bodies, impact on drainage: The proposed alignment is crossing through 1 nos. of canal. The balancing culverts shall be provided to ensure no water logging in the area and all storm water shall be channelized systematically to the nearest natural stream.

3.4.8. Water requirements: Approx. 1322 KLD Water will be extracted from suitable surface sources (river/canals) or ground water after obtaining necessary permissions from the competent authority. Ground water proposed to be used only for camp site for transient period after obtaining the permissions from appropriate authority.

3.4.9. Tree cutting: About 2231 trees are likely to be affected due to proposed RoW of 45 m out of which approx. 23 nos. of trees fall in protected forest land (vacant space on both sides of existing Trihut Canal has been notified as Protected Forest) and remaining 2208 falls in the private agriculture field. The actual no. of trees proposed to be cut will be provided in the EIA after joint enumeration with appropriate authorities of respective State Government. Efforts will be made to minimize the trees loss by restricting trees cutting within formation width/toe lane. Avenue plantation shall be carried out as IRC: SP: 21:2009 "Guidelines on Landscaping and Tree Plantation" on available RoW apart from statutory requirements.

3.4.10. Diversion of forest land: The proposed project highway will require diversion of 0.480 ha. of Protected Forest land in district West Champaran in the state of Bihar. The forest proposal shall be prepared after consultation with concerned forest officer.

3.4.11. The proposed project is 300 meters far away from the notified Eco-sensitive zone boundary of Udaipur Wildlife sanctuary.

3.4.12. Land acquisition and R&R issues involved: The Project requires approx. 190.6922 ha of land except of 0.480 ha. Forest land. About 288 nos. of structures (Pucca Building, temporary sheds, huts etc.) will be affected due to proposed highway. Compensation shall be paid as per NH Act, 1956 and RFCTLARR Act, 2013.

3.4.13. Employment potential, No. of people to be employed: During the construction of the road project around 120 persons/day would be employed temporarily for a period of 2.5 years. However due to construction of toll plazas approx. 10 persons will be employed on permanent basis and 50 nos. of employees on temporary basis. The Preference will be given to local people for employment.

3.4.14. Benefits of the project - The Areraj-Bettiah section is a part of SH-54 and nearly 37 km length in existing road (Adalwari-Manikpur). The existing road SH-54 is passing through various town and villages such as Areraj, Lauriya, Radhiya, Inlish, Manguraha, Bishunpura Matiarwa, Paharpur, Jagdishpur, Bishambharpur, Kathaiya, Barwat sena, and Bettiah comes in major habitation. To avoid the major habitation along the existing road SH-54 (Areraj-Bettiah), the project road has proposed from Areraj (before of Areraj). Accordingly, the



proposed project will decongest the growing traffic from Areraj, Radhiya, Paharpur, English, Jagdishpur, Bishambharpur, Bishunpura and Bettiah towns and hence will reduce the carbon footprint and fuel consumption. The plantation will enhance the micro-climate of area. Besides, it will augment better connectivity and will lead to the easy accessibility of the local people to essential socio-economic services such as health care, education, administrative services and trade centre's enhancing the general quality of life.

3.4.15. Details of Court cases- No Court case involved.

3.5.1 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 324<sup>nd</sup> meeting during 19<sup>th</sup> – 21<sup>st</sup> April, 2023 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Proponent will design the alignment with least curvature having with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. The proponent shall carry out a detailed traffic flow study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iii. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.
- iv. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees should be geo-tagged, photographed and details be submitted in the EIA –EMP report. PP should explore possibility of reducing RoW considering very large number of tree cutting involved.
- vi. Trees if any with heronries, pelicanaries etc will be identified by state forest department (chainage wise) and alignment will be changed to protect such trees. Details of the same to be provided in the wildlife management plan in the EIA-EMP
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land.

- viii. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- ix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- x. In pursuance of Ministry's OM no stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.
- xi. The Action Plan on the compliance of the recommendations of the CAG as per.

### **Agenda No. 3.5**

#### **Development of Expressways, Economic and Inter Corridors under Bharatmala Pariyojana Phase-II (Lot-11), Package-I, Gadchiroli – Durg in the state of Maharashtra and Chhattisgarh (Total Length – 176.801 km) by M/s National Highways Authority of India – Terms of Reference**

##### **Proposal No. IA/MH/INFRA1/425090/2023 and File No. 10/20/2023-IA.III**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.5.1 The project proponent along with DPR consultant M/s. Theme Engineering Services Pvt. Ltd and EIA consult M/s P&M Solution, made a presentation through Video Conferencing and provided the following information:-

3.5.2 The proposal is for development of Expressways, Economic and Inter Corridors under Bharatmala Pariyojana Phase-II (Lot-11), Package –I, Gadchiroli – Durg in the state of Maharashtra and Chhattisgarh. Proposed Length – 176.801 Km.

3.5.3 The proposed highway starts at near Village/City Gadchiroli of Gadchiroli District and ends near Village-Anjora of Durg District, in the state of Maharashtra and Chhattisgarh. CH: 0+000 to 176+801. The Latitude and Longitude of start point is 20°12'0.92"N, 80° 0'32.89"E and end point is 21°8'28.16"N, 81°13'3.23"E respectively.

3.5.4 Land use/ Land cover of the project site:

| S.No. | Land use/Land cover | Area (ha) | Percentage % | Remarks if any |
|-------|---------------------|-----------|--------------|----------------|
|-------|---------------------|-----------|--------------|----------------|

|       |                               |          |       |                         |
|-------|-------------------------------|----------|-------|-------------------------|
| 1.    | Private land/ Government land | 852.56   | 72.79 | Agriculture/Barren Land |
| 2.    | Forest land                   | 318.6    | 27.21 | Agriculture/Barren Land |
| Total |                               | 1171.165 | 100   | -                       |

3.5.5 Right of Way (RoW): The Proposed Right of Way is 70 m in non-forest area and 60 m in forest area as per the requirement keeping in view the fully access controlled Highway with 4 lane dual carriage way configuration.

3.5.6 Terrain and Topographical features: The project area is located in the state of Maharashtra and Chhattisgarh. The topography in the proposed project area is mainly plain and rolling area. The areas have an elevation ranging of 423.9768 m (1391 ft).

3.5.7 Details of water bodies, impact on drainage: There are Rivers –5 Nos. Nalags/ Canals– 6 Nos. Reservoir- 1 no. Mongra Reservoir. Total –12 Nos. falling along the alignment. There shall be no major impact on the drainage system as 249 nos. numbers of structures (such as culverts, minor bridges, major bridges etc.) will be constructed.

3.5.8 Water requirements: The total requirement of water for construction is estimated to 1506820 KL. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from appropriate authority. The ground water will be abstracted for camp site after obtaining the permission from ground water board.

3.5.9 Tree cutting: The alignment will require cutting of approximately 125000 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of four lane road. Detailed tree inventories will be provided after joint enumeration with the appropriate authority in EIA.

3.5.10 Diversion of forest land: Approx. 318.6 ha land under RF & PF forest along the roads and canals. The forest proposal shall be prepared after consultation with concerned forest officer if it attracts FC under section 2, 1980.

3.5.11 The proposed alignment does not pass through any National Parks, Wildlife Sanctuary, and Tiger Reserve of any other notified eco-sensitive areas and does not fall in 10 Km radius of any protected areas.

3.5.12 Land acquisition and R&R issues involved: About 1171.165 ha land likely to be acquired as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.

3.5.13 Employment potential, No. of people to be employed: - During the construction of the road project around 1000 persons would be employed temporarily for a period of 3 years. However due to construction of toll plazas approx.500 persons will be employed on permanent basis. The total manpower requirement for the project is 1500. Preference will be given to local people for employment. The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time & shall provide easy access to social infrastructure.

3.5.14 Benefits of the project - This highway starts at Gadchiroli District in Maharashtra and terminates at Durg District (Chhattisgarh). From Ch 0+000 in the state of Maharashtra to 176+801 in the state of Chhattisgarh. The approx. length of proposed alignment is 176.801 Km under Bharatmala Pariyojana Phase-II (Lot-11), Package –I by the Government of India. The proposed access controlled project with new alignment has been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The project will enhance economic development in the area through industrial areas Agriculture (Market access), commercial development and consequent employment. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.5.15 Details of Court cases- No Court case involved in the current proposal.

3.5.16 The proposed alignment is a continuation of proposal 3.2 (*Bellampalle-Gadchiroli*) as stated above and 3.18. *The alignments in totality (proposals number 3.2, 3.5 and 3.18) are passing through the wildlife corridors of Tadoba Andhari Tiger Reserve, Kanhargaon Wildlife Sanctuary, Navegaon Nagzira Tiger Reserve, Chaprala Wildlife Sanctuary, Bhamragarh Wildlife Sanctuary in Maharashtra and Indravati National Park, Bhiramgarh Wildlife Sanctuary, Sitanadi Wildlife Sanctuary, Udanti Wildlife Sanctuary in Chhattisgarh Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR.*

3.5.2 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 324<sup>nd</sup> meeting during 19<sup>th</sup> – 21<sup>st</sup> April, 2023 and deferred the proposal for grant of Terms of Reference (ToR).

3.5.3 *Sub-Committee will make a site visit and will comprise of representatives of EAC, NTCA, WII, ZSI, PCCF (Wildlife) or its representative of respective states and Mr. Nitin Kakodkar, former PCCF, Govt of Maharashtra as a special invitee. The Committee will visit the sites in the month of June 2023.*

### **Agenda No. 3.6**

**Construction of four laning of Ghazipur–Balua – UP/Bihar New Greenfield Section: Starts at Hridayapur Village (Km.0.000) near NH-24 in the State of Uttar Pradesh and ends at Bahron SinghKeTola Village (Km. 115.460) near NH-31 in the State of Bihar and Construction of new Buxar Spur connectivity on proposed highway near Bathoor Village (km 0.000) to Buxar Village (km 17.300) in the state of Uttar Pradesh (Total length-132.760 km) by M/s National Highways Authority of India - Further consideration for Environmental Clearance.**

**Proposal No. IA/UP/INFRA1/415341/2023 and File No. 10/43/2021-IA.III**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The above proposal was earlier considered in the 321<sup>st</sup> meeting on 28<sup>th</sup> February-1<sup>st</sup> March, 2023, the EAC, taking into account the submission made by the project proponent has a detailed deliberation and Deferred the proposal for want of additional information. At this instance, the aforementioned proposal was further placed before the EAC in its 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023. The project proponent along with the EIA consultant M/s Aarvee Associates, Hyderabad made a presentation through Video Conferencing and provided the following information:-

| S.No | Information sought during 321 <sup>st</sup> EAC Meeting held on 28th February, 2023  | Reply given by PP during 324th meeting during 19 <sup>th</sup> – 21 <sup>st</sup> April, 2023   |
|------|--|---|
| 1    | <p>The proposed alignment is passing adjacent to the River Ghaghara at Km 114.043, Tamsa River at Km.48.000 and Stream Crossing at Km 91.195 and also passing adjacent to the river meandering area which is floodplain area which will be a major risk not only to the road but also for the natural drainage and flooding related issues in nearby settlements. Also, large number of pillars will be laid to cross the floodplain area which will spoil the natural endowments and aquatic ecosystem as well which will have serious impact on its ecology and forest. PP shall explore the alternate alignment option avoiding the floodplain and forest area. In absence of such alternate, elevated corridor with maximum possible span between pillars to be explored to reduce number of pillars in the flood plain areas.</p> | <p>PP presented before the committee that to understand the possibility of drainage congestion in the Ganga flood plains from Km. 58.000 to 63.000 near Ballia town, NHAI has performed flood modelling corresponding to the design flood of 100yr frequency. The average peak water level in River Ganga near Buxur and Gaaighat would be less than 59m. Based on the modelling study, the effect of the construction of road embankment within the floodplain of Ganga River reach at Ballia can be fully mitigated with the following measures: Inclusion of balancing Minor bridge of 2x5x3m at 200m center to center within the 5 km reach of interest (Using Hydraulic Model). Additionally, an increase in the size of minor bridges to 2x5x5xm at every 200m interval considering the 100yr peak flood water level at 63.0m, keeping in view of complete clearance of flood water (Back to the river). Considering the safety &amp; economy of the project, the present proposal of embankment with balancing minor bridges is adequate.</p> <p>Considering safety and economy, the present proposal of embankment with</p> |

|  |  |   |
|--|--|---|
|  |  | <p>balancing minor bridges at 200m center to center within the 5 km reach from Km. 58+000 to 63+000 are adequate.</p> <p>The alignment is crossing the river Ghaghra at Km.114+042 and a major bridge of length 1.163km is proposed. At this location there is an existing two lane major bridge across the river and a new bridge is proposed parallel to the existing bridge on the downstream side of the existing bridge at a distance of 500m.</p> <p>The existing two lane major bridge is known as Jay Prabha Setu is constructed with a span of 32+2x64+31x32 m. Ghaghara river is a navigational river for which navigation spans of 2x64m and vertical clearance are provided as per IWAI requirement. Accordingly, an additional two lane major bridge is proposed adjacent to the existing bridge for a length of 1.163 km. with a span of 1x32.3+17x64.6+1x32.3 m and same FRL has been maintained as per the existing bridge.</p> <p>The proposed green field alignment crosses river (Meandering of river) Tamsa at Km. 48+000. Based on the hydrological calculations a major bridge is proposed for a length of 120m across the river Tamsa.</p> <p>A Stream is flowing through a Nouwa Bara and Balihar villages duly crossing proposed alignment at Km: 91+195. The proposed alignment in this location is crossing the stream at skew. The width of stream is 35m from bank to bank. A total skew length of 50m bridge is provided at the location.</p> <p>Meandering of River Ganga from Km. 58+000 to 63+000. Risk analysis carried out the location of the alignment is passing through the shortest distance between the highway alignment and the meandering is 180m. The alignment is</p> |
|--|--|---|

|  |  |   |
|--|--|---|
|  |  | <p>located safely away from the meandering</p> <p>further to go North to Balia, alignment is closely passing near to Surhatal Bird sanctuary ESZ and the present alignment has been finalised towards the southern side of Balia town duly considering various possible alternatives at the time of issue of the Terms of Reference. Public hearings and in consultation and on the demand of local authorities and villagers. Alternate alignment avoiding the floodplains is not feasible and uneconomical as it involves large displacement of settlements and huge land acquisition costs and R&amp;R compensation.</p> |
|--|--|---|

The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, **recommended** the project for grant of Environmental for the project of ‘*Construction of four laning of Ghazipur–Balia – UP/Bihar New Greenfield Section: Starts at Hridayapur Village (Km.0.000) near NH-24 in the State of Uttar Pradesh and ends at Bahron Singh KeTola Village (Km. 115.460) near NH-31 in the State of Bihar and Construction of new Buxar Spur connectivity on proposed highway near Bathoor Village (km 0.000) to Buxar Village (km 17.300) in the state of Uttar Pradesh (Total length-132.760 km) by M/s National Highways Authority of India*’ subject to all specific and standard conditions applicable for such projects.

- i. River Ganga is meandering from Km. 58+000 to 63+000, therefore elevated bridge shall be constructed so that the course of river is not interrupted by construction of bunds.
- ii. The alignment is crossing the river Ghaghra at Km.114+042, therefore, a major bridge of length 1.163 km shall be constructed.
- iii. Additional two lane major bridge is proposed adjacent to the existing bridge for a length of 1.163 km. with a span of 1x32.3+17x64.6+1x32.3 m and same FRL has been maintained as per the existing bridge.
- iv. A total skew length of 50m bridge shall be constructed at the location of Km: 91+195.
- v. The proposed green field alignment crosses river(Meandering of river) Tamsa at Km. 48+000. Bsaed on the hydrological calculations Mjajor bridge with the length of 120m across the river Tamsa shall be constructed.
- vi. A Stream is flowing through a Nouwa Bara and Balihar villages duly crossing proposed alignment at Km: 91+195. The proposed alignment in this location is

crossing the stream at skew. The width of stream is 35m from bank to bank. A total skew length of 50m bridge shall be provided at the location.

- vii. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- viii. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees. NOC from the state forest department in this regard be sought and submitted to the regional office of MoEFCC.
- ix. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- x. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xi. The landscape planning should include plantation of native species only. The species with heavy foliage, broad leaves and wide canopy cover such as Ficus trees are desirable. Water intensive and/or invasive species should not be used for landscaping.
- xii. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- xiii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- xiv. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.



- xv. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xvi. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- xvii. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC: SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.
- xviii. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

### **Agenda No. 3.7**

**Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Amendment in Environmental Clearance.**

**Proposal No. IA/GJ/NCP/299055/2023 and File No. 10/24/2021-IA.III.**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.7.1. The proposal is for Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat

GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited-Amendment in Environmental Clearance.

3.7.2. The project proponent along with the EIA consultant M/s Perfect Enviro Solutions Pvt Ltd made a presentation through Video Conferencing and provided the following information:-

3.7.3. Environmental Clearance was obtained earlier under category 7(c) from MoEF&CC, New Delhi vide letter no. 21-1087/2007-IA.III dated 03.07.2008 after conducting a public hearing on 20/09/2007, for the area of 250 acres (101.171 Ha) for setting up SEZ, with 15-20 units for manufacturing of Synthetic Organic Chemicals covered under item Category-(5f) of the Schedule 1 of the EIA Notification 2006.

3.7.4. The EC was amended for the expansion in Land area from 250 Acres to 265 Acres (Addition of area 15 acres) vide letter No.21-1087/2007-IA.III dated 03.11.2011, for the same industry sectors as already granted. Further, EC for 30 MW Captive Thermal Power Plant was obtained vide letter no - EIAA/GUJ/EC/1(d)/173/2016 dated 24th February 2016.

3.7.5. Amendment to Environmental Clearance of the JIL-SEZ for change in product mix including 5(b) and existing 5(f) was obtained vide letter.no 21-1087/2007-IA.III dated 31.03.2017 along with an independent (separate) fresh EC, for Unit-III within the SEZ was also obtained for manufacturing “Technical grade pesticide & pesticide specific intermediates” covered under item 5(b) of EIA Notification 2006 with a capacity of 32,350 TPA from the MoEFCC, New Delhi, vide letter no. F. No. J-1101/311/2014-IA. II (I) dated 8.01.2018 after conducting a public hearing on 18th August 2017.

3.7.6. An EC application with proposal number IA/GJ/NCP/759/2007 was filed on 16.11.2021 with File No. 10/24/2021-IA.III for expansion in area of the JIL SEZ from existing 264.81 acre with additional 45.86 acre making total of 310.67 acre along with increase in capacities of the predefined expansion of current units in operation and under construction with additional R&D Centre as further detailed in the said application filed before the MoEF&CC.

3.7.7. The proposed expansion of JIL-SEZ, a part of the Vilayat GIDC, also lies within the Dahej-PCPIR in an area of 44445.18 Ha, for which Environment clearance was granted vide MoEFCC letter No. 21-49/2010-IA-III Dt. 14/09/2017 for which a Public hearing was conducted by GIDC in 2014. As per the existing regulatory provisions, Public Hearing is exempted for “all projects or activities located within industrial estates or parks (item 7(c) of the Schedule) approved by the concerned authorities, and which are not disallowed in such approvals”. Therefore, based on the application made by the proponent, amended TOR with exemption of public hearing was granted vide letter No. 10/24/2021- IA.III dated 25.10.2021. However, the proponent has to comply with the Ministry’s OM no. J-11011/321/2016-IA.II(I), dated 27.04.2018 which made it mandatory for certain type of industries to conduct public hearing irrespective of their location within Industrial Area or outside the industrial area.

3.7.8. Further, M/s Jubilant Infrastructure Limited obtained the EC and CRZ clearance for Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-

Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat” by M/s Jubilant Infrastructure Limited under the EIA Notification, 2006 as amended.

3.7.9. Now Jubilant Infrastructure Limited has made an online application dated 31.03.2023 vide proposal no. Proposal No. IA/GJ/NCP/299055/2023 in Form 4, seeking amendment in the Environment Clearance accorded by the Ministry vide letter no. EC22A031GJ117822, File No. 10/24/2021-IA.III dated 14.02.2022 under the provisions of the EIA Notification, 2006 for the project mentioned above.

3.7.10. The following amendments are sought:

| S. No. | Description                 | EC expansion in Feb-22 & Amendment in July-22                                | Proposed Amendment   | Total after Amendment in EC  | Remarks  |
|--------|-----------------------------|--|--|--|--|
| 1      | Hazardous Waste             | 280 TPD  | 120 TPD  | 400 TPD  | Revised Estimates to cater to Products from China+1 policy   |
| 2      | Solid Waste                 | 52.7 TPD   | No change  | 52.7 TPD   | Proposed in Form 2, but not appearing in the EC document   |
| 3      | Hazardous Waste Incinerator | 18 TPD<br>Solid &<br>400 KLD<br>Liquid                                       | No change  | 18 TPD<br>Solid &<br>400 KLD<br>Liquid                                     | Proposed in Form 2, but not appearing in EC document.  |
| 4      | Secured Landfill            | 50000 MT   | 1,50,000 MT  | 2,00,000 MT  | SLF originally proposed in Form 2 was considering the capacity of TSDFs available in Gujarat. However, with the projected increase in Chemical manufacturing in China+1 policy, it is proposed to increase in total storage capacity over the life of the project. |
| 5      | Boilers for steam, capacity | 300 TPH<br>(coal fire: 1 x 28 TPH, 1x 35 TPH, 1x90 TPH, 1x 90 TPH, 1x57 TPH) | 243 TPH<br>Operational + 57 TPH standby<br><br>(Operational Coal fire: 1 x | 243 TPH<br>Operational + 57 TPH standby<br><br>(Operational Coal fire: 1 x | 1x57 TPH steam coal boiler will be standby so that<br><br>LSHS is used in Acetic Anhydride Furnaces  |

|   |  |   |   |   |   |
|---|--|---|---|---|---|
|   |  |   | 28 TPH, 1x<br>35 TPH,<br>1x90 TPH,<br>1x 90 TPH)  | 28 TPH, 1x<br>35 TPH,<br>1x90 TPH,<br>1x 90 TPH)  |   |
|   |  |   | <b>Standby<br/>1x57 TPH<br/>(Only when<br/>LSHS used<br/>in AC2O<br/>Furnace)</b>       | <b>Standby<br/>1x57 TPH<br/>(Only when<br/>LSHS used<br/>in AC2O<br/>Furnace)</b>       |   |
| 6 | Acetic Anhydride Furnaces                                    | AC2O Furnace 1 (NG) & AC2O Furnace 2 (NG) | AC2O Furnace 1 (NG+LSHS) & AC2O Furnace 2 (NG+LSHS)                                     | AC2O Furnace 1 (NG+LSHS) & AC2O Furnace 2 (NG+LSHS)                                     | Use of LSHS and NG blend fuel   |
| 7 | Hazardous Waste Utilization under Rule 9 of HOWM Rules, 2016 | -   | 1,00,000 MTPA   | 1,00,000 MTPA   | a) Dilute Acetic Acid (An hazardous Waste) utilization under Rule 9 of the HWM Rules, for recovery of Acetic Acid for use as raw material substitute for Glacial Acetic Acid, in Acetic Anhydride manufacturing.<br>2) Not originally included in Form 2 as SOP was not made by CPCB for the same under Rule 9 of the HWM Rules |
| 8 | Fuel Coal/Biomass  | 1,460 MT/Day                              | 1,460 MT/Day Coal with Biomass fuel quantity of coal equivalent calorific value, as per | 1,460 MT/Day Coal with Biomass fuel quantity of coal equivalent calorific value, as per | a) Fuel consumption 1,460 MT/Day coal Proposed in Form 2, but not appearing in the EC document<br>b) Biomass use proposed towards Net Zero Carbon objective. However, GPCB does not grant CFE/CTO for any fuel that is not mentioned in the EC,   |

|    |                                     |   | availability  | availability   | even if it is cleaner fuel   |
|----|-------------------------------------|---|---|--|--|
| 9  | Fuel Natural Gas/LSHS               | 4,90,318 m <sup>3</sup> /day<br>Natural Gas | 19.3 TPD LSHS may be utilized or blending with NG to operate AC2O Furnaces and proportionate reduction in coal consumption by 212 TPD for the entire SEZ complex. | 4,90,318 m <sup>3</sup> /day Natural Gas and 19.3 TPD LSHS as alternate fuel equivalent for Natural Gas and proportionate reduction in coal consumption by 212 TPD the entire SEZ complex. | a) Natural Gas Fuel consumption 4,90,318 m <sup>3</sup> /day Proposed in Form 2, but not appearing in the EC document<br>b) The Russia-Ukraine war has impacted the supply and economics of Natural Gas. LSHS is proposed as an alternate fuel in similar situations during the lifetime of the project. |
| 10 | Fuel HSD                            | 5,000 Ltr/day                               | No Change   | 5,000 Ltrs/Day   | HSD fuel consumption 5,000 ltr/day Proposed in Form 2, but not appearing in the EC document  |
| 11 | Renewable source of power (solar)   | 19 MW                                       | No Change   | 19 MW  | Proposed in Form 4, but not appearing in the EC document   |
| 12 | Jubilant Agro Sciences Limited 5(b) | 82840 MTPA                                  | 62,840 MTPA   | 62,840 MTPA  | Jubilant Crop Protection Limited name changed to Jubilant Agro Sciences Limited.<br>(EC Transferred letter is attached as Annexure IV)<br>Three new products added in the product list within the same total capacity Approved.  |
| 13 | Jubilant Generics Limited (Unit V)  | Products 2000 MTPA                          | Byproducts 6,500 MTPA   | Products 2,000 MTPA & Byproducts 6,500 MTPA  | Byproducts proposed in Form 2, but not appearing in the EC document.   |

|    |  |            |          |          |   |
|----|--|------------|----------|----------|---|
| 14 | New Units Proposed (5f) Ethanol Process Unit | - 400 MTPA | 400 MTPD | 400 MTPD | Change in Unit of measurement from MTPA to MTPD |
|----|--|------------|----------|----------|---|

Other Amendments sought

| S. No. | Product                              | Qty in MTPA as per CTE/CTO | Proposed Additional capacity in next 10years (MTPA) | Total after the Proposed additional Capacity (MTPA) |
|--------|--------------------------------------|----------------------------|---|---|
| 1      | Cyano Pyridine                       | 18,000                     | 18,000  | 36,000  |
| 2      | Niacinamide                          | 15,000                     | 10,000  | 25,000  |
| 3      | Amino Methyl Pyridine                | 360                        | 0   | 360   |
| 4      | Collidine                            | 720                        | 0   | 720   |
| 5      | Lutidines                            | 300                        | 0   | 300   |
| 6      | Di Methyl Piperidines & Derivatives  | 350                        | 500   | 850   |
| 7      | Methyl Piperidines & Derivatives     | 120                        | 500   | 620   |
| 8      | Amino Methyl Pyridines & Derivatives | 261                        | 0   | 261   |
| 9      | Ethyl Methyl Pyridines & Derivatives | 180                        | 120   | 300   |
| 10     | Piperidine Derivatives               | 350                        | 200   | 550   |
| 11     | Beta Picoline - High Purity          | 3,600                      | 0   | 3,600   |

|    |   |     |       |       |
|----|---|-----|-------|-------|
| 12 | Carboxylic Acid<br>Ethyl Esters<br>Derivatives  | 120 | 0     | 120   |
| 13 | Hydrogenated &<br>Aliphatic<br>Amines<br>Derivatives  | 100 | 0     | 100   |
| 14 | Pyridines &<br>Derivatives  | 360 | 490   | 850   |
| 15 | Amino Caustic   | 720 | 0     | 720   |
| 16 | Aliphatic<br>/Halogenated<br>Derivatives<br>(Methyl<br>Hydroxylamine<br>HCl,<br>Bromobutyne &<br>Others)  | 35  | 515   | 550   |
| 17 | Aromatic/Hetero<br>cyclic<br>Hydrocarbons<br>Derivatives  | 50  | 500   | 550   |
| 18 | Hetero / carbo<br>cyclic / acyclic<br>hydrocarbons &<br>derivatives (3-<br>((2-(3,4-<br>dimethyl-2,1,4-<br>dioxaborinane-<br>4-yl) benzyl)<br>oxy) pyridine, 2<br>Fluoro<br>acetophenone &<br>Others) | 35  | 565   | 600   |
| 19 | Pyrithione and<br>its derivatives   | 0   | 4,000 | 4,000 |
| 20 | Niacin  | 0   | 6,000 | 6,000 |

|       |  |        |        |         |
|-------|--|--------|--------|---------|
| 21    | Research and Development Products                  | 0      | 300    | 300     |
| 22    | Pilot Plant for New Products for commercialization | 0      | 500    | 500     |
| 23    | Human Nutrition Products                           | 0      | 25,000 | 25,000  |
| Total |  | 40,661 | 67,190 | 107,851 |

3.7.11. Reasons for amendment: The Russia-Ukraine war has impacted the supply and economics of Natural Gas. LSHS is proposed as an alternate fuel during similar situations in future. The Details of products and utilities are requested to be included in the EC letter as insisted by GPCB for Multiple Consent Management within the SEZ.

3.7.12. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, and decided to **return the proposal in the present form** stating that the above proposal involved expansion of few of the components of the project, however, the present application is made for the amendment in EC. Further, it is also noted that under the same application, PP has applied for factual corrections in the EC. It is suggested to the PP that separate application for each component under appropriate provisions under EIA notification, 2006 as amended may be made for further action by the Ministry.

3.7.13. The Committee also warn the consultant M/s Perfact Enviro Solutions Pvt Ltd for trying to mislead the Committee by presenting it as an EC amendment proposal instead of an expansion proposal.

### **Agenda No. 3.8**

**Development of Industrial Model Township (IMT) (Phase-II, III & IV), Bawal, District Rewari, Harayana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited – Environmental Clearance under violation category.**

**Proposal No. IA/HR/INFRA1/422611/2023 and File No. 21-57/2012-IA.III.**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”



3.8.1. The project proponent along with the EIA Consultant M/s Grass Roots Research & Creation India (P) Ltd., Noida, made a presentation through Video Conferencing and provided the following information:

3.8.2. The proposed project is for development of Industrial Estate at Bawal, District Rewari, Haryana by M/s Haryana State Industrial & Development Corporation (HSIIDC) on a land measuring 868.568 ha to be developed in phase II, III and IV. Phase I was already developed in 1992 before EIA Notification 1994 and EC was not applicable at that time.

3.8.3. As per the schedule under the EIA Notification, 2006 and its amendments, the project is categorized as 7(c) project and General condition is applicable as Haryana-Rajasthan interstate boundary is at 3.0 km in East direction. Hence the project is 'A' category needs to appraise at Ministry. The total cost of the project is 1012.57 Cr.

3.8.4. ToR Details: The Terms of Reference (ToR) was considered in 45th EAC (Violation) meeting during 7th-8th March, 2021 in the Ministry of Environment, Forest and Climate Change, New Delhi. TOR was granted on 14<sup>th</sup> June, 2022 under MoEF&CC notification S.O.804 (E) dated 14.03.2017 as a violation proposal.

3.8.5. Public hearing: Public Hearing was conducted by Haryana State Pollution Control Board (SPCB) as follows:

| S.No | Date       | Venue                   | District | Chaired by          |
|------|------------|-------------------------|----------|---------------------|
| 1    | 12.06.2015 | At site of HSIIDC Bawal | Rewari   | Deputy Commissioner |

3.8.6. HSIIDC Phase -I of IMT was already developed in 1992 before EIA Notification 1994, at that time EC was not applicable. Out of 868.568 ha (Phase-II, III &IV), the area 598.42 ha is already developed and 270.14 ha is to be developed after getting Environment Clearance. The development of Phase-II, III & IV of the Industrial Estate, Bawal, Rewari, Haryana without a prior EC. The development of project started in 2013 and has been carried out in phase-wise manner (upto 60%) till 2018. The operation phase of project started in 2015.

| Area                                 | Already Developed Area (Ha) | To be developed Area (Ha) | Total   |
|--------------------------------------|-----------------------------|---------------------------|---------|
| Area under Phase-II                  | 348.13                      | 62.66                     | 410.79  |
| Area under Phase-III                 | 120.01                      | 62.77                     | 182.78  |
| Area under Phase-IV                  | 130.28                      | 144.71                    | 274.99  |
| Total Area Phase-II, II & III, Bawal | 598.42                      | 270.14                    | 868.568 |

3.8.7. Landuse/Landcover of the project site:

| S. No. | Description of Land Use                                    | Phase-II | Phase-III | Phase-IV | Existing Area (ha) | Proposed Area (ha) | Total Area (ha) |
|--------|--|----------|-----------|----------|--------------------|--------------------|-----------------|
| 1      | Area under Industrial Plots                                | 304.651  | 79.528    | 87.286   | 313.562            | 157.904            | 471.466         |
| 2      | Area under Green belts, Open Spaces, Parking &             | 77.319   | 75.813    | 108.156  | 261.289            | 0.00               | 261.289         |
| 3      | Area Reserved for R&R Residential Plots                    | 0.570    | 10.906    | 10.307   | 0.00               | 21.74              | 21.784          |
| 4      | Area Reserved for Commercial/Institutional Use             | 16.130   | 8.882     | 8.008    | 0.00               | 33.022             | 33.022          |
| 5      | Area Reserved for Go down Site                             | 0.00     | 0.00      | 3.302    | 0.00               | 3.302              | 3.302           |
| 6      | Area Reserved for CNG Filling Cum Service Station          | 0.00     | 0.00      | 0.809    | 0.00               | 0.809              | 0.809           |
| 7      | Area under Utilities, CETP, Water Works and Religious Site | 3.982    | 2.039     | 41.524   | 13.953             | 33.592             | 47.546          |
| 8      | Area under Sub-station                                     | 1.456    | 0.00      | 5.438    | 6.895              | 0.00               | 6.895           |
| 9      | Area Reserved for Primary School/High School/Creche        | 0.238    | 1.331     | 0.619    | 0.00               | 2.189              | 2.189           |
| 10     | Area under Public Building                                 | 0.00     | 0.00      | 1.849    | 0.00               | 1.849              | 1.849           |
| 11     | Area under Cremation Ground                                | 0.339    | 0.00      | 1.537    | 0.00               | 1.877              | 1.877           |
| 12     | Area under Multi Specialty Hospital/ESIC Dispensary        | 0.558    | 2.844     | 0.149    | 0.00               | 3.553              | 3.553           |
| 13     | Area under Fuel Filling Cum Service Station                | 0.00     | 0.910     | 1.015    | 0.910              | 1.015              | 1.926           |
| 14     | Area Reserved for Housing Board                            | 3.322    | 0.00      | 0.00     | 0.00               | 3.322              | 3.322           |
| 15     | Area under Labour Welfare Centre                           | 0.453    | 0.00      | 0.00     | 0.00               | 0.453              | 0.453           |
| 16     | Area under Bus Stand                                       | 0.918    | 0.00      | 0.00     | 0.918              | 0.00               | 0.918           |

|    |                                       |         |         |         |        |        |         |
|----|---------------------------------------|---------|---------|---------|--------|--------|---------|
| 17 | Area under Fire Station               | 0.841   | 0.00    | 0.00    | 0.841  | 0.00   | 0.841   |
| 18 | Area under Informal Sector            | 0.00    | 0.250   | 0.00    | 0.00   | 0.250  | 0.250   |
| 19 | Area Reserved for Police Post         | 0.00    | 0.218   | 0.00    | 0.00   | 0.218  | 0.218   |
| 20 | Area under Garbage Collection Centres | 0.00    | 0.056   | 0.00    | 0.056  | 0.00   | 0.056   |
| 21 | To be planned later                   | 0.00    | 0.00    | 4.823   | 0.00   | 4.823  | 4.823   |
|    | Total                                 | 410.777 | 182.777 | 274.822 | 598.42 | 270.14 | 868.568 |

3.8.8. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:

- i. CETP (Category B as per EIA Notfn., 2006 and amendments thereto)
- ii. Commercial, Institutional, Hospital Buildings (Category B as per EIA Notfn., 2006 and amendments thereto)
- iii. Synthetic Organic Chemical - Drugs/Pharmaceutical (Category B as per EIA Notfn., 2006 and amendments thereto)
- iv. Food Processing
- v. Printing and Packaging
- vi. Textile and Garments
- vii. Automobile manufacturing
- viii. Plastic
- ix. Electrical & Electronics
- x. IT & ITES
- xi. Footwear designing
- xii. General Engineering

3.8.9. Terrain and topographical features: The district broadly forms part of Indo-Gangetic alluvial plain of Yamuna sub basin. It has vast alluvial and sandy tracts and is interspersed strike ridges which are occasionally covered with blown sand. The Sand dunes attain a height of 30m but on an average they have height of 7 m with respect to surroundings. Some of the dunes support light vegetation where as others are of shifting nature depending upon the direction of wind. The hill ranges are part of great Aravalli chain and contain valuable mineral deposits and natural meadows. The elevation of land in the area varies from 232 m in the north to 262 m above mean sea level in south. The master slope of the area is towards the north. Due to arid climate, the soils are light coloured and moreover. Due to excessive evaporation, soils are calcareous and have lime nodules in the subsurface horizon. Tropical arid brown soils (Ustochcept, haplustarp and sales thids) exist in the Eastern part of the district: most of the soils are of medium texture. Loamy sand is the average textured in all blocks. The organic content of the soil rages sand upto 0.40%. The available phosphorus in

the soils ranges ground 21.5 kg/hectare. Soils have moderate salinity hazards, high salinity and moderate alkalinity hazard in the major part of the area.

3.8.10. Details of water bodies, impact on drainage: Sahibi River : 9.58 km (East) side of the project location.

3.8.11. Water requirement of the project:

| Phase wise details | Fresh Water requirement @ 4000 gallon/acre | Recycled Water generated @50% of fresh water (MLD) | Total Water Requirement (MLD) |
|--------------------|--|--|-------------------------------|
| Phase-II           | 18.43                                      | 9.22   | 27.51                         |
| Phase-III          | 8.20                                       | 4.10   | 12.30                         |
| Phase-IV           | 12.33                                      | 6.17   | 18.50                         |
| Total              | 38.96                                      | 19.49  | 58.31                         |

3.8.12. HSIIDC had applied for Ground water permission and it is in progress for 58.312 MLD

3.8.13. Diversion of Forest land: No forest land involved in the current proposal.

3.8.14. The project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves and project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA).

3.8.15. Waste Management: At present, the individual industrial plot/units in IMT Bawal are having arrangement with M/s GEPIL (Gujarat Enviro Protection and Infrastructure (Haryana) Pvt. Ltd. as nodal agency of the Government of Haryana for development and operation of a Hazardous waste Management (HWM) Facility at Village-Pali near Pali-Mohabatabad Stone Crusher Zone, Faridabad, Haryana on the leasehold land as per Lease Agreement executed between HEMS and Municipal Corporation Faridabad (MCF) on 19th April, 2005.

3.8.16. The IMT, Bawal will not generate hazardous waste from their office and administration building, there are 33 persons working as staff and approx.100 persons are as visitors on daily basis. Only domestic waste i.e 23 kg/day is being generated which is being disposed of as per MSW rules 2016.

- i. CETP details: 58 MLD
- ii. STP details: Only CETP of 58 MLD is proposed for the treatment.

3.8.17. Energy conservation measures with estimated saving: Use of solar photovoltaic systems for street lighting, Maximum use of sunlight, All lighting systems (interiors, external building features such as facades, illuminated roofs, architectural features, and building grounds) will be in conformance to the ECBC Code, To replace all the incandescent lamps

and 40W tube lights with conventional choke with CFL & T5-28W tube lights respectively, To replace all the old tube light street light fixtures with energy efficient fixtures and the use of solar water heating systems will be mandatory.

3.8.18. Details of Rain Water Harvesting: The HSIIDC has been already constructed 46 rainwater harvesting structure for the recharging of the collected rain water from the premises.

3.8.19. Land acquisition and R&R issues involved: An area of 21.79 ha, under R&R Policy has been developed. The R&R Policy of the State Govt. is being followed for the ex-land owners, which involves annuity for 33 years and allotment of plots for residential or industry. As per policy 2% (1% for skill & 1 % for development works) of the total land cost will be used under village development scheme.

3.8.20. Employment potential: The proposed project will generate the employment during construction around 3000 and during the operational phase 40000 workers.

3.8.21. Benefits of the project: Constructing Industrial Estates encourages local investors and foreign companies to invest in this country. The extension of these plants is hardly possible because there is no additional area or because of the high cost for the extension. Constructing Industrial Estates that have their own common effluent treatment plant decrease the load for the city's sewage treatment plant and ease the operation. As factories and workshops in developing countries usually don't have pre-treatment plants, oils and lubricants used for repair and maintenance of transportation vehicles, industrial waste water complicates the operation of CETP. Each tenant at the Industrial Estate is required to pre-treat his industrial waste water to agreed standards prior to conveying it to the Industrial Estate's common effluent treatment plant. Treated waste water can then more easily meet standards for reuse.

3.8.22. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 324<sup>nd</sup> meeting during 19<sup>th</sup> – 21<sup>st</sup> April, 2023 and *deferred* the proposal observing that the instant proposal is a violation proposal and to appraise the proposal further the following information is required:

- i. Status of the Action taken by the State Govt/SPCB for the violation under the EP(A), 1986
- ii. The detailed justification with capex details under different heads for the total project cost and as well for 60% constructed and operated from 2013,2018 respectively.
- iii. The list of industries operating from then and their status of EC/CTE/CTO compliances.
- iv. The commissioning year of CETP 30 MLD capacity and the no. of years either construction /or operation of the units without CETP.
- v. The details and the calculations wrt surface water precipitation should be revised and accordingly the required no of RWH structures shall be reworked and the deficiency shall be considered under cost saved i.e damage cost.
- vi. Damage cost assessment during construction: 5 +years.
- vii. Air pollution: Apart from total excavation of about 29 lac cum the qty handled for construction materials including transportation shall be considered for emission

- assessment and accordingly the damage needs to be calculated and the presented assessment does not cover the total quantity .
- viii. The EU 28 damage rates needs (2015) to be revised for 2023 apart from the basic rates.
  - ix. Other damages pertaining to water pollution (consumption of GW/SW for construction and by the workers at the per. Capita rates shall be worked and damage considered ) as per the CGWA notification for abstraction as well as restoration)
  - x. Damages/cost saved by avoidance. Method needs to be calculated for Sewage, solid waste(domestic), OHS, Land environment (soil and top soil), Noise, etc needs to be assessed and submitted separately for the construction/development period.
  - xi. Ecology and Biodiversity: The rate of Rs:10 per sapling shall be revised considering the cost of sapling, planting and maintenance for three years.
  - xii. The total cost saved due to non approval of WLC&M plan which shall consist of capital and recurring cost per year for the total period.
  - xiii. Likewise the damage cost shall be worked out for all the environmental attributes as mentioned above apart from cost saved due to non/partial compliance of Disaster management and risk assessment in the operating industries and energy conservation measures.
  - xiv. Cost saved in EMP for the total period @10% per year shall be assessed for Damage assessment.
  - xv. 3% of economic benefit accrued during violation period shall also be considered and added to Damage assessment
  - xvi. The budgetary provision of Rs 471.0 Lacs (exact figure may be mentioned) for compliance of grievances in the public hearing shall be spent in 3 years.
  - xvii. All the budgetary provisions under Remediation, NRAP and CRAP shall be spent within 3 years and specific and monitarable.
  - xviii. The nature of the industrial units which are already setup in the estate and EC obtained by the units which have been already established.
  - xix. The details of units which are already setup/established in the industrial estate which have not obtained EC.
  - xx. Extent of constructions depicted in the entire industrial estate along with the layout map.
  - xxi. Infrastructure already developed in the estate Area.
  - xxii. Area developed under Greenbelt in the industrial area and also shall be demarcate in the KML file.

### **Agenda No. 3.9**

**Development of Industrial Estate over an area of 623.43 acres (252.29 ha) at Sector 53-56, Kundli (Phase-V), Sonapat, Haryana by Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) – Terms of Reference Proposal under violation category.**

Proposal No. IA/HR/INFRA1/422189/2023 and File No. 10/17/2023-IA.III.

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.9.1. The project proponent along with the EIA Consultant M/s Gaurang Environmental Solutions Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:

3.9.2. The Proposal is for Development of Industrial Estate at Sector 53-56, Kundli (Phase-V), Sonapat, Haryana by Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC). The project was started August 2008 without obtaining prior environmental clearance. In line with the Industrial Policy announced by the Government of Haryana, HSIIDC decided to develop Phase-V of Industrial Estate at Sector 53-56, Kundli (Sonipat) over an area of 623.43 acres (252.29 ha), which would be an extension to the Phases (I to IV) already developed at Kundli and The instant proposal is covered under violation of the EIA Notification, 2006.

3.9.3. As per the schedule of the EIA Notification, 2006 and its amendment, the project is categorized as 7(c) project due to the applicability of general condition-interstate boundary (Haryana-Uttar Pradesh-Delhi) at a distance of 4.8km & 1.4km from the project site. The total cost of the project is Rs.121.55 crores.

3.9.4. Haryana Industrial and Infrastructural Development Corporation (HSIIDC) have developed an Industrial Estate at Kundli in four phases & all are functional. Recently Phase-V has been developed with all infrastructure facilities such as all weather roads, water Supply, Sewerage and Storm water drainage systems etc. Now the total land under Phase-I to V is 1243.91 Acres with the infrastructural facilities. Being just adjacent to Delhi Border, Kundli has grown into a beautiful and eco friendly industrial township and one of the most favored industrial place for entrepreneurs. Government of Haryana announced the industrial policy accordingly in line with the policy, HSIIDC decided to develop Phase-V of Industrial Estate at Sector 53-56, Kundli (Sonipat) over an area of 623.43 acres (252.29 ha), which would be an extension to the Phases (I to IV) already developed at Kundli.

3.9.5. Landuse/Landcover of the project site: Total area for development of Phase-V as per the award announced is 623.43 acres out of which area to be planned later is 45.49 acres. Hence, net area to be planned would be 577.94 acres which would be comprised of following two categories: General Industries: 479.95 acres and Electronic Hardware Technology Park : 97.99 acres.

3.9.6. Land use/Land cover of project site.

| S.No. | Land use/Land cover | Area (ha) | Percentage | Remarks, if any   |
|-------|---------------------|-----------|------------|-------------------|
| 1.    | Industrial estate   | 173.4     | 74.14      | -                 |
| 2.    | Green area          | 25.08     | 10.72      | Common greens onl |
| 3.    | Road and open areas | 35.40     | 15.14      | -                 |

|  |       |        |     |  |
|--|-------|--------|-----|--|
|  | Total | 233.88 | 100 |  |
|--|-------|--------|-----|--|

3.9.7. Type of industries: The product manufactured by the units in other area in Phase-V would be of general and mixed type industries. Details of plots allotted in Phase-V, Kundli are as follows:

| Category                              | No. of Industries | Requirement of EC |
|---------------------------------------|-------------------|-------------------|
| Cold storage                          | 24                | Not Required      |
| Textile                               | 210               | Not Required      |
| Packing/printing & corrugation        | 100               | Not Required      |
| Dying                                 | 8                 | Not Required      |
| Dairy                                 | 4                 | Not Required      |
| Mechanical / auto parts               | 170               | Not Required      |
| Pharmaceutical                        | 21                | Required          |
| Food                                  | 48                | Not Required      |
| Utensils                              | 87                | Not Required      |
| footwear / rubber products            | 40                | Not Required      |
| plastic molding                       | 42                | Not Required      |
| electronics hardware                  | 28                | Not Required      |
| others like IT, Wood work or job work | 177               | Not Required      |

3.9.8. Terrain and topographical features: The proposed industrial area is plan area.

3.9.9. Details of water bodies, impact on drainage: 8 drainages are passing through industrial area towards NNE side at the distance of 1.0km, Nahar main Canal is passing towards west side at the distance of 4.4km and Yamuna river is located at distance of 72km towards ESE side.

3.9.10. Water requirements: total water requirement is 15.17MLD out of which Fresh water requirement will be 9.0MLD and Recycled water will be 6.17MLD. Rough cost estimate amounting to Rs.1335 lacs has been prepared to provide estate water supply services to Phase-V of the industrial estate at Kundli. In order to prepare the water demand, whole area has been divided into 2 Nos. zones to have independent boosting stations with structures like UGSR, OHSR, pump chamber & machinery etc. The water supply would be based on the tube wells and there is a proposal to install 21 Nos (including 3 Nos. standby) deep bore tube wells to meet the water supply demand of phase-V. The distribution system of both the zones would be connected with each other with adequate sized pipe lines at number of points to ensure the supply of water from one zone to another in event of failure of the system in a zone. NOC yet to be obtained from the CGWA for extraction of water.

3.9.11. Diversion of Forest land: No forest land involved in the current proposal.



3.9.12. The project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves and project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA).

3.9.13. Waste management: Total waste water to the tune of 6.30 MLD will be generated from the project which will be treated in Sewage Treatment Plant. 9MLD capacity of Common Effluent Treatment Plant has been established for treatment of industrial wastewater from member units. Since the industries and commercial areas in the Industrial Area would not be setup immediately and would be done in phases, therefore these phases wise CETP is effectively handle the effluent and sewage loads. Wastewater is being/will be generated from different sources in the proposed industrial park and domestic wastewater from admin buildings. The industrial wastewater and domestic wastewater is being/will be collected through separate pipelines and treated in CETP & STP. The treated effluent from CETP shall be pumped for preparation of chemicals solution, required for chemical house of this CETP, watering the plantation in CETP premises and for industrial activities (floor washing, dust suppression and cooling etc.). A part of treated effluent may be used for construction activities, after mixing with fresh water. The industries are being/will maintain ZLD condition.

3.9.14. Land acquisition and R&R issues: No land Land acquisition and R&R issues involved in the current proposal.

3.9.15. Employment potential: The proposal shall generate employment of 24,000 no's.

3.9.16. Benefits of the project: The project aims at development of Industrial Estate at Phase-V, Kundli, which would help in creation state-of-the-art industrial infrastructure in the district. The proposed project will facilitate in creation of employment opportunities both direct and indirect for local population. The detailed benefits of the project will be elaborated during the EIA Stage.

3.9.17. Details of Court case: No court case involved.

3.9.18. EAC deliberated on the information submitted and observed the following:

(i) Haryana Industrial and Infrastructural Development Corporation (HSIIDC) have developed an Industrial Estate at Kundli in four phases & all are functional. Recently Phase-V has been developed with all infrastructure facilities such as all weather roads, water Supply, Sewerage and Storm water drainage systems etc. Now the total land under Phase-I to V is 1243.91 Acres with the infrastructural facilities. Being just adjacent to Delhi Border, Kundli has grown into a beautiful and eco-friendly industrial township and one of the most favored industrial place for entrepreneurs. In line with the Industrial Policy announced by the Government of Haryana, HSIIDC decided to develop Phase-V of Industrial Estate at Sector 53-56, Kundli (Sonipat) over an area of 623.43 acres (252.29 ha), which would be an extension to the Phases (I to IV) already developed at Kundli.

(ii) The Proposal is for Development of Industrial Estate at Sector 53-56, Kundli (Phase-V), Sonapat, Haryana by Haryana State Industrial and Infrastructure Development

Corporation Limited (HSIIDC). The project was started August 2008 without obtaining prior environmental clearance over an area of 623.43 acres (252.29 ha), which would be an extension to the Phases (I to IV) already developed at Kundli and the EAC, and confirmed as violation case under EIA Notification 2006.

(iii) To deal the violation cases Ministry issued Standard Operating Procedure of MoEF&CC dated 07.07.2021 and subsequent OM dated 28.07.2022 and PP shall comply with it.

3.9.19. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 324<sup>nd</sup> meeting during 19<sup>th</sup> – 21<sup>st</sup> April, 2023 confirmed as violation case, and **recommended** the proposal for grant of Terms of Reference (ToR) under violation category with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. PP shall comply standard operating procedure of MoEF&CC dated 07.07.2021 and direction of MoEF&CC dated 28.07.2022.
- ii. Detailed status of Court case filed by the SPCB against the PP under the Environment (Protection) Act, 1986 for violation of EIA Notification 2006, shall be submitted.
- iii. The project proponent shall be required to submit a bank guarantee equivalent to the amount of remediation plan and natural and community resource augmentation plan with the SPCB prior to the grant of EC. The quantum shall be recommended by the EAC and finalized by the regulatory authority. The bank guarantee shall be released after successful implementation of the EMP, followed by recommendations of the EAC and approval of the regulatory authority.
- iv. Assessment of ecological damage with respect to air, water, land and other environmental attributes. The collection and analysis of data shall be done by an environmental laboratory duly notified under the Environment (Protection) Act, 1986, or an environmental laboratory accredited by NABL, or a laboratory of a Council of Scientific and Industrial Research (CSIR) institution working in the field of environment. iv. Preparation of EMP comprising remediation plan and natural and community resource augmentation plan corresponding to the ecological damage assessed and economic benefits derived due to violation.
- v. The remediation plan and the natural and community resource augmentation plan to be prepared as an independent chapter in the EIA report by the accredited consultants
- vi. One season fresh base line data shall be collected for preparation of EIA/EMP reports.
- vi. A plan for implementation of ZLD to be submitted.
- vii. Layout plan earmarking space for development of peripheral green belt.
- viii. Transportation details to be submitted in the EIA/MEP report.
- ix. Details of any Court Case pending against the project proponent.

- x. The nature of the industrial units which are already setup in the industrial estate for all V phases and EC obtained by the units which have been already established in all five phases.
- xi. The details of units which are already setup/established in the industrial estate which have not obtained EC for all five phases.
- xii. Extent of constructions depicted in the entire industrial estate along with the layout map.
- xiii. Infrastructure already developed in the estate Area along with the layout for all phases.
- xiv. Area developed under Greenbelt in the industrial area and also shall be demarcate in the KML file.

### **Agenda No. 3.10**

#### **Development of UP Defence Industrial Corridor at Village Erach, Gendakabula, Jhabra, Kathari Naikera Labhera Tehsil Garautha District Jhansi, Uttar Pradesh by M/s Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) – Amendment in Terms of Reference Proposal No. IA/UP/NCP/298223/2023 and File No. 10/3/2022-IA.III**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.10.1. The project proponent along with the EIA Consultant M/s EQMS Global Pvt. Ltd ., made a presentation through Video Conferencing and provided the following information:

3.10.2. The M/s Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) obtained the Terms of Reference (ToR) for Development of UP Defence Industrial Corridor over an area of 1086.1658 ha at Village Erach, Gendakabula, Jhabra, Kathari Naikera Labhera Tehsil Garautha District Jhansi, Uttar Pradesh vide letter File No. 10/3/2022-IA.III dated 8<sup>th</sup> February, 2022.

3.10.3. Now PP made application for requesting following amendment in ToR letter dated 8<sup>th</sup> February, 2022:

| <b>S.no</b> | <b>Reference of Approved ToR</b> | <b>Description as per Approved ToR</b>             | <b>Description as per Approved ToR</b>             | <b>Remarks</b>                                   |
|-------------|----------------------------------|--|--|--|
| 1           | Project Information Point iii    | The project site is spread over an area of 1086.16 | The project site is spread over an area of 1076.70 | Area decreased due to removal of reserved forest |

|   |                                |  |  |                                       |
|---|--------------------------------|--|--|---------------------------------------|
| 2 | Project Information Point viii | About 9037 nos. of tree is coming under reserved forest.   | No forest land involved for the proposed project.  | Reserved forest have been excluded.   |
| 3 | Project Information point v    | Around 12.7420 Ha. area is under reserved forest which has been proposed to change into non forestry purpose   | No diversion of forest land involved.  | Reserved forest have been excluded.   |
| 4 | Specific Conditions no. vi     | The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water from Almatti reservoir. | <p>The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority before withdrawal of water</p> <p>Necessary permission shall be taken from Irrigation and Water Resources Department, Ministry of Jal Shakti Government of Uttar Pradesh. For ground extraction, NOC shall be obtained from Irrigation and Water Resources Department, Ministry of Jal Shakti Government of</p> | Almatti reservoir is not in the area. |

|   |  |  |  |   |
|---|--|--|--|---|
|   |  |  | Uttar Pradesh.   |   |
| 5 | PP shall obtain necessary permission before withdrawal | During Operation Phase the approximate water requirement will be 35.46 MLD which will be met from Betwa River and recycled water                                     | During Operation Phase the approximate water requirement will be 35.39 MLD which will be met from Betwa River and recycled water | Water requirement reduced The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. Necessary permission shall be taken from Irrigation and Water Resources Department, Ministry of Jal Shakti Government of Uttar Pradesh. For ground extraction, NOC shall be obtained from Irrigation and Water Resources Department, Ministry of Jal Shakti Government of Uttar Pradesh. |
| 6 | Project Information point Vii                          | Project Information point Vii.....The approximate water requirement will be 35.30 MLD which will be met from Betwa River and recycled water. Fresh water requirement | During Operation Phase the approximate water requirement will be 28.45 MLD which will be met from Betwa River and                | Fresh water requirement reduced   |

|   |                                |   |   |                                    |
|---|--------------------------------|---|---|------------------------------------|
|   |                                | will be 28.45 MLD. Treated water from STP shall be utilized for flushing and landscaping purposes. ....   | recycled water.....   |                                    |
| 7 | Project Information point Xiii | Employment potential: During the peak construction phase approx. 500 persons shall be employed. About 203642 peoples are expected to be involved during the operation of the project as per UPSIDA norms. | Employment potential: During the peak construction phase approx. 500 persons shall be employed. About 203640 peoples are expected to be involved during the operation of the project as per UPSIDA norms. | Operation Phase population updated |

3.10.4. Reason: Earlier the proposal was granted TOR for the total area of 1086.1658 Ha which was inclusive of reserved forest of 12.7420 Ha. Now we excluded the forest area from the proposed industrial area making total area of the project 1076.7040 Ha.

3.10.5. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023 and **recommended** the proposal mentioned at para 3.10.3 for amendment in Terms of References issued by the Ministry vide File No. 10/3/2022-IA.III dated 08<sup>th</sup> February, 2022 for proposal of Development of UP Defence Industrial Corridor at Village Erach, Gendakabula, Jhabra, Kathari Naikera Labhera Tehsil Garautha District Jhansi, Uttar Pradesh by M/s Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) with the following specific conditions.

- i. The revised Layout over an area of 1076.70 ha shall submit along with the EIA/EMP report.
- ii. All other terms and conditions mentioned in the terms of references vide File No. 10/3/2022-IA.III dated 08<sup>th</sup> February, 2022 shall remain unchanged.

### Agenda No. 3.11

**3.11. Development of Kuduthini Phase-2 Industrial Area (Area 217.899 Ha) at Kudithini Village, Ballari Taluk & District, Karanataka by M/s Karnataka Industrial Areas Development Board (KIADB)–Terms of Reference.**

Proposal No. IA/KA/INFRA1/423741/2023 and File No. 10/18/2023-IA.III.

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.12.1. The project proponent along with the EIA Consultant M/s Ecomen Laboratories Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:

3.12.2. The proposal is for Development of Kuduthini Phase-2 Industrial Area (Area 217.899 Ha) at Kudithini Village, Ballari Taluk & District, Karnataka by M/s Karnataka Industrial Areas Development Board (KIADB).

3.12.3. The EAC noted that the documents/Information provided to the Committee are different than those on the Parivesh Portal including the presentation and therefore the Committee returned the proposal in present form and advise the PP to revise the Form-I with correct information and ask the PP circulate the correct information/documents for further consideration of the proposal.

The EAC also warned the EIA Consultant M/s Ecomen Laboratories Pvt. Ltd. for submitting different versions and advised to check correctness of the same before circulating the same to the Committee.

### **Agenda No. 3.12**

**Development of Haraginadoni Industrial Area (Kuduthini Phase-3) at Kuduthini Village, Ballari Taluk & District, Karnataka over an extant of 271.5197 Ha by M/s Karnataka Industrial Areas Development Board (KIADB)–Terms of Reference Proposal No. IA/KA/INFRA1/423445/2023 and File No. 10/19/2023-IA.II.**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.12.1. The project proponent along with the EIA Consultant M/s Ecomen Laboratories Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:

3.12.2. The proposal is for Development of Haraginadoni Industrial Area (Kuduthini Phase-3) at Kudithini Village, Ballari Taluk & District, Karnataka over an extant of 271.5197 Ha by M/s Karnataka Industrial Areas Development Board (KIADB).

3.12.3. The EAC noted that the documents/Information provided to the Committee are different than those on the Parivesh Portal including the presentation and therefore the

Committee **returned the proposal in present form** and advise the PP to revise the Form-I with correct information and ask the PP circulate the correct information/documents for further consideration of the proposal.

3.12.4. The EAC also warned the EIA Consultant M/s Ecomen Laboratories Pvt. Ltd. for submitting different versions and advised to check correctness of the same before circulating the same to the Committee.

### **Agenda No. 3.13**

#### **Establishment of Integrated Industrial Facility at Plot No. D-II/4, Dahej-II GIDC Industrial Estate, Village Suva, Taluka Vagra, District Bharuch, Gujarat by M/s Gharda Chemicals Limited –Terms of Reference.**

##### **Proposal No. IA/GJ/INFRA1/423297/2023 and File No. 10/16/2023-IA.III**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.13.1. The project proponent along with the EIA Consultant M/s. Perfact Enviro Solutions Pvt. Ltd., made a presentation through Video Conferencing and provided the following information:

3.13.2. The proposal is for Establishment of Integrated Industrial Facility at Plot No. D-II/4, Dahej-II GIDC Industrial Estate over an area of 54.595717 ha (545957.17 sqm), Village Suva, Taluka Vagra, District Bharuch, Gujarat by M/s Gharda Chemicals Limited. State Highway No.6 is 2.00 Km in E direction, Dahej Railway station is at 7.09 Km, NW and Bhavnagar Airport is at 63.10 Km in SE direction from the project boundary.

3.13.3. The proposed project is located at GIDC Dahej-II industrial estate which is a Notified Industrial Area declared as per the Gujarat Government Gazette (at S. No. 29 of notification Taluka Vagra, Village Suva is mentioned) dated 18<sup>th</sup> June 2009. 'Development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR)' at Dahej, Vagra, District Bharuch (Gujarat) by M/s Gujarat Industrial Development Corporation - Environmental and CRZ Clearance for an area of 44445.18 ha after excluding forest land (45298.59 ha of total proposed land-853.41ha of forest land) vide letter no. 21-49/2010-IA-III dated 14.09.2017 and Public Hearing for the aforementioned EC was done on 30<sup>th</sup> July 2014.

3.13.4. As per the schedule under the EIA Notification, 2006 and its amendments, the project is categorized as 7(c) project and as the proposed project falls under Category A projects are appraised at Central level.

3.13.5. Landuse/Landcover of project site:

| S. No. | Land Use/Land Cover | Area (in ha) | % Area | Remarks |
|--------|---------------------|--------------|--------|---------|
|--------|---------------------|--------------|--------|---------|



|            |  |         |       |      |
|------------|--|---------|-------|------|
| 1          | Production/Manufacturing area          | 8.5317  | 15.6  | None |
| 2          | TSD Facility                           | 5.2297  | 9.6   |      |
| 3          | Cogen Power Plant                      | 3.0713  | 5.6   |      |
| 4          | Desalination Plant including pond area | 1.0021  | 1.8   |      |
| 5          | Common Green Area                      | 11.6250 | 21.3  |      |
| 6          | Road and open area                     | 17.2963 | 31.7  |      |
| 7          | Common Parking area                    | 5.4979  | 10.1  |      |
| 8          | Combined ETP, STP, RO & MEE Area       | 2.3417  | 4.3   |      |
| Total area |  | 54.5957 | 100.0 |      |

3.13.6. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:

| S.no | Name of the Industry   | Category of the Industry |
|------|--|--------------------------|
| 1    | Pesticides industry  | (5b)                     |
| 2    | Synthetic Organic Chemical Industry                                | (5f)                     |
| 3    | Chlor-alkali industry  | (4d)                     |
| 4    | Petrochemical products and petrochemical based processing Industry | (5e)                     |
| 5    | Common hazardous waste treatment, storage and disposal facilities  | (7d)                     |
| 6    | Captive Cogen Power Plant  | (1d)                     |

3.13.7. Terrain and topographical features: The site is at an elevation of 28 m. Lakhigam Reserved Forest is at 9.84 Km in W direction, nearest river Narmada River is at 0.38 Km in S direction and nearest habitation is Suva at 0.14 km in SW directions.

3.13.8. Details of water bodies, impact on drainage: Water bodies existing in the 10 km area from the project site are listed below:-

|              |
|--------------|
| Water Bodies |
|--------------|

|                        |         |     |
|------------------------|---------|-----|
| Nala near Project Area | 0.03 Km | E   |
| Pond near Suwa         | 0.19 Km | SW  |
| Narmada River          | 0.38 Km | S   |
| Pond near Rahiyad      | 1.01 Km | NE  |
| Pond near Jolwa        | 2.15 Km | NW  |
| Drain near Jolwa       | 2.64 Km | NW  |
| Pond near Galenda      | 4.68 Km | NNE |
| Drain near Samatpur    | 5.80 Km | NNE |
| Drain near Akhol       | 7.60 Km | NE  |

Nearest HFL is at 0.38 kms. A proper drainage system will be provided within the estate, stormwater will be channelised to the rainwater pond to maximum extent for reuse and the rest of the water will be channelized into the storm water drain of the area.

3.13.9. Water requirements: During the construction phase 100 KLD of water for domestic as well as construction activities will be supplied by GIDC and during Operation phase fresh water of 27,175 KLD will be supplied partially by GIDC and partially via Narmada Creek (Desalination plant of 5 MLD has been proposed in the Industrial Estate). Permission from GIDC is yet to be obtained. No ground water will be extracted.

3.13.10. Tree cutting: No trees will be cut.

3.13.11. Diversion of Forest: No forest land is involved in the instant proposal and there are no National Parks, Sanctuaries and Tiger Reserves etc. in the 10 km vicinity from the project. There is no Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

3.13.12. Waste management: Waste water generated from Industrial Estate will be treated in ETP, RO MEE. Treated effluent generated from ETP shall be partially used in Industrial Process Water & Washing, Cooling tower makeup and Gardening. 7.272 MLD of treated effluent shall be given to CETP of Dahej Industrial Estate II which is of 40 MLD capacity. The CETP is based on Primary treatment, Biological Treatment and Tertiary Treatment Facility. It has a treatment system for removal of Ammoniacal Nitrogen and Fenton's Reagent for removal of refractory COD. The Present load on the facility (excluding the proposed project) is 3 MLD. **STP:** Provide details of treatment and usage of treated sewage with STP's capacity: 102 KLD of waste water generated from domestic activities will be

treated in STP of capacity 120 KLD based on Conventional ASP and filtration technology. Treated water of 98 KLD shall be used for gardening purposes.

3.13.13. Land acquisition and R&R issues involved: Land has been acquired in the name of Gharda Chemicals Limited with office order dated 15/07/2022. An additional plot (D2/4) for plantation of green has also been acquired by Gharda Chemicals Limited. No R&R will be involved.

3.13.14. Employment potential: During Construction phase, permanent employment of 100 no. and temporary employment of 500 no. will be hired, During Operational phase, permanent employment of 1000 no. and temporary employment of 1500 no. will be hired.

3.13.15. Benefits of the project: As the demand for agrochemicals, synthetic organic chemicals, and the chlor-alkali manufacturing industry are increasing, we are proposing these industries. To meet internal demand of electricity CPP is proposed and to facilitate sustainable development STP, ETP & TSDF will be there within the project site. The proposed project will enhance the existing physical infrastructures like roads, water supply, electricity distribution lines, greenery, etc. The people around will likely get significant socio-economic development through infrastructures and direct and indirect employment. Revenue will also be generated. Increased demand for chemicals thereby generating valuable foreign exchange.

3.13.16. Details of Court cases: No court cases is involved in the instant proposal.

3.13.17. The EAC observed the following:

- i. The proposed project is located at GIDC Dahej-II industrial estate which is a Notified Industrial Area declared as per the Gujarat Government Gazette (at S. No. 29 of notification Taluka Vagra, Village Suva is mentioned) dated 18<sup>th</sup> June 2009. EC and CRZ clearance was obtained for 'Development of Petroleum, Chemical and Petrochemical Investment Region (PCPIR)' at Dahej, Vagra, District Bharuch (Gujarat) by M/s Gujarat Industrial Development Corporation for an area of 44445.18 ha after excluding forest land (45298.59 ha of total proposed land - 853.41 ha of forest land) vide letter no. F.No. 21-49/2010-IA-III dated 14.09.2017 and Public Hearing for the aforementioned EC was done on 30<sup>th</sup> July 2014 and the instant proposal is overlapping the existing industrial area and PP and Consultant did not provide any information why the instant proposal is not covered under the provisions of CRZ notification, 2011.
- ii. PP/Consultant requested for exemption of Public hearing for the proposed project as per clause 7 (i) (iii) of EIA notification 2006 (as per OM J-11011/321/2016-IA.II(I) dated 27th April 2018). The Committee noted as per the Ministry's OM dated 27<sup>th</sup> April, 2018 is provided the clarification for the requirement of PH for certain categories located within industrial estates/parks and the instant proposal proposed to establishment of Captive Cogen Power Plant which covers under 1(d) of the EIA notification, 2006. thus Public Hearing shall not exempted.
- iii. Greenbelt proposed outside the industrial area which will not satisfy the purpose of 33% of the green belt.

iv. The boundary of the project is adjacent to village Suva. Considering extremely hazardous nature of the project, EAC is concerned about the distance between the industry and the residential areas of the village.

3.13.18. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023 and **deferred** the proposal for want of following information.

- i. The instant proposal appears to be overlapping the existing industrial area that covers under CRZ area, however, PP and Consultant shall provide the justification why the instant proposal is not covered under the CRZ notification, 2011.
- ii. Greenbelt proposed outside the industrial area which will not satisfy the purpose of 33% of the green belt. PP shall allocate the greenbelt inside the proposed industrial estate only and accordingly the lay out has to be revised.
- iii. Location of the power plant shall be demarcated in the layout, the power plant location shall not be planned near to the River.
- iv. For the Pesticides industry, waste management and effluent treatment plan shall be submitted.
- v. PP also proposed Petrochemical products and petrochemical based processing industry; in this regard PP shall bring out the clear details of Petrochemical products and petrochemical to be handle, manufacturing, type of industry etc.
- vi. The boundary of the project is adjacent to village Suva. Considering extremely hazardous nature of the project, the PP should provide the health hazard risk assessment (for fugitive emissions, water contamination, fires, explosions, and other accidents involving hazardous chemicals, etc) and clearly marking high, medium and low risk zones within 10 km radius from a reputed institute, management and mitigation plan of hazardous products, fugitive emissions, water contamination etc. A comprehensive plan for the same to be provided in EIA-EMP.

#### **Agenda No. 3.14**

#### **Proposed Floating Storage and Regasification Unit (FSRU) based LNG terminal and Jetty at Gopalpur Port, Odisha by M/s Petronet LNG Limited – Terms of Reference Proposal No. IA/OR/INFRA1/424189/2023 and File No. 10/21/2023-IA.III**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.14.1. The project proponent along with the EIA Consultant M/s.Vimta Labs Limited made a presentation through Video Conferencing and provided the following information:

3.14.2. The project is LNG Regassification terminal is initially proposed as FSRU based with a capacity of 4 MMTPA (under Phase-I) & subsequently will be converted to a land based terminal of 5 MMTPA capacity (in Phase –II). Petronet LNG Limited (PLL) proposes to setup High Pressure Natural Gas (HPNG) Receiving and Transfer Facilities with Truck Loading Facility-TLF (FSRU Based Regasification) at Gopalpur, Distt. Ganjam, Odisha (Phase-1) at Gopalpur Port, Odisha of 4.0 MMTPA capacity with a scope of further expansion to 5 MMTPA LNG Receipt & Land based Regasification terminal at later Stage (Phase-2). The proposed location for the facilities will be at Gopalpur in Odisha. The Geo coordinates of the location is 19°18'13.44"N and 84°57'52.72"E respectively.

3.14.3. The facilities will supply the HPNG to pipeline grid by providing connectivity through 30" dia. X 36 km (approx.) natural gas pipeline Tap-in Point at Hinjili on IP-3 terminal of upcoming Srikakulam-Angul pipeline of M/s GAIL (India) Ltd). in the state along with LNG by trucks to the customers not connected with pipeline. The proposed terminal shall be utilized Initially for FSRU based onshore Facilities/Jetty operations and subsequently standalone Land based LNG Storage & Regasification Terminal with LNG receipt from LNGC. The identification of facilities required for Phase-1 operation, which could further be utilized for Phase-2 operation will be carried out.

**3.14.4. Proposed LNG terminal at Gopalpur Port, Odisha will have the following installation:**

**3.14.5. Phase-I (FSRU based LNG Terminal with capacity of 4 MMTPA)**

- i. Approx. 1.6 km long approach trestle for jetty with following marine structures
- ii. Unloading Platform
- iii. Berthing Dolphins & Mooring Dolphins
- iv. Jetty Control Room
- v. Steel Catwalk Structures
- vi. FSRU
- vii. HP NG transfer arms
- viii. LNG Storage Vessels
- ix. Truck Loading Facilities
- x. Associated Pipelines
- xi. Fire fighting system
- xii. Utilities and distribution network
- xiii. Pipeline transfer facilities

3.14.6. The proposed projects are under Category A, Schedule of the EIA Notification, 2006 with category 7(e)-Ports, harbours. The total cost of the project is approximately Rs. 2306 Crores. (Phase-1).

3.14.7. Landuse/ Land cover of project site.

| Sr.no | Land Use/Land cover | Area (ha) | Remarks |
|-------|---------------------|-----------|---------|
| 1     | Non-Forest Land     | 40.46     | -       |
| 2     | Forest land         | 0         | -       |
| Total |                     | 40.46     | -       |

3.14.8. Terrain and topographical features: The project is located in Gopalpur port representing flat terrain and coastal conditions.

3.14.9. Details of water bodies, impact on drainage: There are no water bodies as the proposed project is in the Bay of Bengal Sea. No major drainage channels/ waterbodies are being blocked/ impacted by proposed development. All major water channels/ nalas/drains are being conserved and are part of green landuse within the proposed landuse plan.

3.14.10. Water requirements: During construction phase total fresh water demand is 50KLD which will be sourced through tankers and during operational phase total fresh water demand is 30KLD which will be transported through pipeline. Requisition to GPL shall be raised as per agreement with Gopalpur Ports Limited for water supply.

3.14.11. Diversion of forest land: No forest land involved in the proposed project.

3.14.12. The project is located is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc and ESZ area.

3.14.13. Details of CRZ: CRZ studies were carried out by Institute of Remote Sensing (IRS), Anna University.

3.14.14. Waste Management: There will be 1ETP, with a capacity of 15KLD. It is expected that the capacity of 30 -40 KLD shall be considered during Phase-II operations, the assessment shall be done during FEED Studies.

3.14.15. The project proposal envisages Floating Storage Regasification Unit (FSRU) based LNG Terminal and Jetty at Gopalpur Port.

- i. No change in shore line
- ii. Navigation Channel and breakwater is already constructed by Gopalpur Port. No capital dredging is envisaged by project proponent.
- iii. LNG will be unloaded from vessel through unloading arms and R-LNG/LNG will be transported onshore through pipelines. The flange connection in the process piping are minimized to avoid any spill/leakages.

- iv. There is no fishing activity in the vicinity as jetty is within the breakwaters which is a protected area.

3.14.16. Land acquisition and R&R issues: no Land acquisition and R&R issues involved in the project area.

3.14.17. Employment potential: Generation of employment for around 1000 nos people during peak construction phase and around 150nos direct (permanent) and 300nos indirect (contractual) during operation phase (Phase-II).

3.14.18. Benefits of the project: Growth in Local Economy due to direct & indirect impact of the project. Supporting industrial developments in the area. Contribution to state and central exchequer in the Form of VAT, Custom duty & GST.

3.14.19. Details of Court cases: No court case is involved in the proposal.

3.14.20. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023 and **recommended** the proposal for grant of Terms of References with exemption of conduct of Public Hearing with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Importance and benefits of the project.
- ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- iii. Recommendation of the Odisha CZMA shall be obtained and submitted.
- iv. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.
- v. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- vi. Port boundary shall be superimposed on the instant layout map demarcated by an authorized agency on 1:4000 scale.
- vii. Risk assessment shall be carried out.
- viii. EIA/EMP shall be conducted for the existing and the proposed facility. The cumulative impact studies of the existing and the proposed facility on the terrestrial as well as the marine environment shall be conducted and EMP shall be prepared accordingly. Location of the storage shall be demarcated on the authorized CZMP map.
- ix. Detailed action plan for developmental activities under FSRU shall be bring out in the EIA/EMP.

- x. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
- xi. Studies on impact of approach bund and marine structure on morphology.
- xii. The proponent, shall carry out the impact of proposed project on the migratory avifauna, other biodiversity and coastal ecology through a nationally reputed institution.
- xiii. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
- xiv. Erosion and accretion studies shall be carried out.
- xv. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xvi. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- xvii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xviii. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xix. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xx. Disaster Management Plan for the project shall be prepared and submitted through a reputed institute.
- xxi. Marine biodiversity conservation plan including sand dune management shall be prepared and submitted through a reputed institute such as GUIDE.
- xxii. Details and status of court case pending against the project, if any.
- xxiii. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the



‘Generic Structure of EIA’ given in Appendix III and IIIA in the EIA Notification, 2006.

- xxiv. As per the Ministry’s Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xxv. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

### **Agenda No. 3.15**

#### **Development of Greenfield Port at Vadhavan, District Palghar, Maharashtra by M/s Jawaharlal Nehru Port Trust (JNPT) – Further consideration for Amendments in Terms of Reference**

#### **Proposal No. IA/MH/NCP/295375/2022 and File No. 10-52/2020-IA.III**

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.15.1. The above mentioned proposal was considered in the 318<sup>th</sup> EAC meeting during 12th -13<sup>th</sup> January, 2023 and return the proposal in present form due to lack of information. Further, the aforementioned proposal was further placed before the EAC in its 321<sup>st</sup> meeting during 28<sup>th</sup>-1st March, 2023. The project proponent along with the EIA consultant M/s. Enkay Enviro Services Pvt. Ltd., Jaipur made a presentation through Video Conferencing and provided the following information:- i. PP has submitted the revised PFR considering the current scope of the work i.e internal modification in Master Plan and change in source of material for reclamation from offshore sand borrow pits.

3.15.2. Based on the findings of the above mentioned meeting the EAC deferred the proposal for want of following information/Documents:(i) Unfortunately, many members of the Committee did not receive the desired documents. (ii) The EAC, advised the PP to submit all necessary document for Committee to understand fully the change in scope and the Committee also asked the PP to submit all necessary papers well in advance. (iii) The PP also could not provide clarification on several aspects such as traffic related information, connectivity, capital dredging related matters, jurisdictional aspects of offshore sand mining off the coast of Daman for a port which is located in Maharashtra and its impact of fisheries both in Maharashtra and Daman etc.

3.15.3. At this moment the proposal further considered in the 324<sup>th</sup> EAC meeting held on 19<sup>th</sup> to 21<sup>st</sup> April, 2023.

3.15.4. Through the amendment proposal the PP has proposed to change the scope of the earlier TOR dated 07<sup>th</sup> October, 2020. The amount of the reclamation in the instant proposal is 200 M cum as compared to earlier ToR which was 86.88M cum. Also, the location of the port was changed from onshore to offshore port requiring large scale of reclamation. The reclamation and land filling of 1,473 ha. of land would be carried out by murrum filling/ earth which required 86.88 M cum. However, based on the actual requirement for the same the requirement of reclamation is about 200 million cubic meter for the proposed layout of the port. Considering the substantial amount of reclamation requirement, it was decided to extract the fill material through marine borrow pit as against the earth filling borrowed from land location & in view of the ecological sensitivity of the region, the change of location is proposed to borrow the material from offshore. The locations of offshore are in the norther side of Vadhavan port location where sandy bed is available. The marine borrow pit was identified in the offshore of the daman coast about 50 km from the port site at a depth varying from 20 m to 25 m. In view of the environmental requirements, the following studies have already been carried out as part of the port development, Bathymetric survey, Geophysical Survey – shallow seismic survey, Current and tide measurements, Collection of Water and sediment samples, Mathematical model studies, Hydrodynamic and Flow modelling, Dredged dispersion studies, Impact of dredging and dumping on marine ecology.

3.15.5. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 324<sup>th</sup> meeting during 19<sup>th</sup>-21<sup>st</sup> April, 2023 and **recommended** the proposal for amendment in ToR, however, since the configuration of the project has been changed, the PP has to conduct the studies as per the revised configuration for the EIA/EMP studies. The EAC further prescribed following additional ToRs for conduct of additional studies.

- i. Justification for the site suitability and viability of the project location shall be submit.
- ii. Traffic assessment studies for the increase of the traffic due to port related activities on NH-8/Vadodara Expressway.
- iii. JNPA has identified a burrow pit at around 50-65 kms into sea from the proposed Vadhavan port for obtaining sand for creating reclaimed land at the proposed Vadhavan port. The marine sand will be dredged using Trailing Suction Hopper Dredger (TSHD) and the sand will be transported and dumped at the reclamation location. This has involved the mining in the marine in this regard Comments/permission shall obtained from the Ministry of Earth sciences.
- iv. A detailed and additional biodiversity study for the burrow pit region covering monsoon and winter season (considering the sand flats are active breeding areas for fishes and other sand burrowing fauna) should be undertaken by Zoological Survey of India.
- v. A comprehensive and dedicated socio-economic studies to be conducted with specific focus on fisherman community both in Dahanu and Daman region considering large scale sand mining that may have an impact on active fishing grounds. Such fishing

grounds to be documented by Central Marine Fisheries Research Institute (CMFRI) or similar competent nationally reputed institute with expertise in fisheries. Details regarding the impact, mitigation and R&R for fisherman community be envisaged.

- vi. The mining also proposed after 12 nautical miles around 50-65 kms into sea Ministry shall obtain the Comments from the CRZ division in this regard.
- vii. Public hearing shall be conducted at Dahanu district and Daman districts.
- viii. No LNG and LPG terminal shall be allowed in the proposal at this time.
- ix. Two seasons additional baseline data shall be collected by Zoological Survey of India covering monsoon and winter season with specific focus on offshore marine mammals movement and fish aggregation sites if any with special focus on offshore sand mining areas and port reclamation areas.
- x. Impact of breakwaters and transport carriageway on the erosion/accretion to be evaluated by National Center for Coastal Research.

### **Agenda No. 3.16**

#### **Development of 4 lane Ring Road for Jabalpur City starting from village Manegaon, Design Ch. 19+100 and ends near village Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total Length 97.900 km) by M/s National Highways Authority of India – Environmental Clearance**

Proposal No. IA/MP/INFRA1/423280/2023 and File No. 10/38/2022-IA.III.

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.16.1. The project proponent along with the EIA Consultant M/s. Aplinka Solutions & Technologies Private Limited, Noida made a presentation through Video Conferencing and provided the following information:

3.16.2. The proposal is for Development of 4 lane Ring Road for Jabalpur City starting from village Manegaon, Design Ch. 19+100 and ends near village Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total Length 97.900 km) by M/s National Highways Authority of India.

3.16.3. The project highway starts at CH: 19+100 (23°5'18.13" N 79°54'36.40" E) near Manegaon and ends at design Ch. 117+000 (23°5'19.44" N, 80°2'58.40" E) near Barela of Jabalpur district in the state of Madhya Pradesh having a total length of the project highway is approx. 97.900 Kms. The proposed National Highway will pass through Jabalpur district in the state of Madhya Pradesh.

3.16.4. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 250000 Lakhs.

3.16.5. ToR proposal was considered by the Expert Appraisal Committee (EAC) in its 308<sup>th</sup> meeting held on 15<sup>th</sup> and 16<sup>th</sup> September 2022. The MoEF&CC granted Terms of Reference (ToR) vide letter No. 10/38/2022-IA.III dated 10<sup>th</sup> October 2022. Further the amendment in ToR proposal was considered by the Expert Appraisal Committee (EAC) in its 314<sup>th</sup> meeting on 18<sup>th</sup> November, 2022 and granted Amendment in ToR dated 25<sup>th</sup> January 2023.

3.16.6. Public Hearing: Public Hearing was conducted by Madhya Pradesh State Pollution Control Board (SPCB) as follows:

| S.No | Date       | Venue            | District                    | Chaired by              |
|------|------------|------------------|-----------------------------|-------------------------|
| 1    | 10.03.2023 | Manegaon village | Jabalpur,<br>Madhya Pradesh | Additional<br>Collector |

3.16.7. Land use/Land cover of project site:

| S.No. | Landuse           | Area (Ha.)     | Percentage (%) |
|-------|-------------------|----------------|----------------|
| 1.    | Agricultural Land | 7039.163       | 71.29          |
| 2.    | Barren land       | 1626.984       | 16.48          |
| 3.    | Builtup           | 440.183        | 4.46           |
| 4.    | Forest            | 338.210        | 3.42           |
| 5.    | Water Bodies      | 428.088        | 4.35           |
|       | <b>Total</b>      | <b>13483.4</b> | <b>100</b>     |

3.16.8. Right of Way (RoW): The proposed road is having the 60 m RoW.

3.16.9. Terrain and topographical features: Mostly plain, predominately agriculture followed by fallow, wastelands, forest and habitations and some areas in rolling/hilly.

3.16.10. Details of water bodies, impact on drainage: The major water bodies crossing the proposed Ring Road are as following:

| S.No. | Chainage | Water Bodies          | Proposed Structures            |
|-------|----------|-----------------------|--------------------------------|
| 1.    | 29+700   | Stream                | Minor Bridge                   |
| 2.    | 30+250   | Bargi Left Bank Canal | Minor Bridge                   |
| 3.    | 31+150   | Nala                  | Major Bridge                   |
| 4.    | 32+100   | Canal                 | Minor Bridge                   |
| 5.    | 34+750   | Nala                  | Minor Bridge                   |
| 6.    | 37+500   | Narmada River         | Iconic Bridge on Narmada River |
| 7.    | 41+600   | Canal                 | Minor Bridge                   |
| 8.    | 45+800   | Canal                 | Minor Bridge                   |
| 9.    | 51+460   | Canal                 | Minor Bridge                   |

| <b>S.No.</b> | <b>Chainage</b>  | <b>Water Bodies</b>    | <b>Proposed Structures</b> |
|--------------|------------------|------------------------|----------------------------|
| 10.          | 53+250           | Canal                  | Minor Bridge               |
| 11.          | 59+970           | Nala                   | Minor Bridge               |
| 12.          | 60+700           | Pariyat River          | Major Bridge               |
| 13.          | 61+500           | Canal                  | Minor Bridge               |
| 14.          | 63+200           | Canal                  | Minor Bridge               |
| 15.          | 65+400           | Canal                  | Minor Bridge               |
| 16.          | 69+600           | Nala                   | Minor Bridge               |
| 17.          | 73+650 to 73+850 | Nala                   | Minor Bridge               |
| 18.          | 74+800           | Nala                   | Minor Bridge               |
| 19.          | 76+600           | Stream                 | Minor Bridge               |
| 20.          | 80+900           | Canal                  | Minor Bridge               |
| 21.          | 83+850           | Canal                  | Minor Bridge               |
| 22.          | 87+500           | Canal                  | Minor Bridge               |
| 23.          | 88+750           | Nala                   | Minor Bridge               |
| 24.          | 92+950           | Bargi Right Bank Canal | Major Bridge               |
| 25.          | 95+200           | Pariyat River          | Major Bridge               |
| 26.          | 100+000          | Nalah                  | Major Bridge               |
| 27.          | 103+900          | Pariyat River          | Major Bridge               |
| 28.          | 111+570          | Ranwai River           | Major Bridge               |

The natural drainage of the project impacted area shall be maintained through improvement of 187 nos. of culverts, 08 nos. of major bridges and 33 nos. of minor bridges. The proposed alignment does not pass through any flood prone area.

3.16.11. Water requirements: The peak water requirement for the project will be 9000 KLD during construction stage. The water requirement shall be extracted from local surface/ground water (which is easily available) after taking necessary permission before the construction of the project by the appointed contractor.

3.16.12. Diversion of forest land: The proposed project will require diversion of 14.191 Ha. (Reserved, Protected and Orange Forest land) of forest land. The stage-1 forest clearance is under process. The forest diversion proposal has been uploaded on PARIVESH portal via. Proposal No. FP/MP/ROAD/405780/2022 and FP/MP/ROAD/406039/2022.

3.16.13. The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone.

3.16.14. Waste Management: 500 kg/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and wayside amenities area within PROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.16.15. Details of tree cutting and Green belt development: Approx. 9200 nos. of trees will be affected due to the proposed project out of which 4527 nos. of trees in forest land and remaining 4673 nos. of trees in non-forest land. The avenue plantation will be carried out as

per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.16.16. Details of Rain Water Harvesting: Rainwater harvesting shall be provided as per IRC-SP-58 at the interval of 500 m on either side of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 150 nos. of structures shall be constructed). The pits shall be at least 3-5m above the highest groundwater level at the specific location. Oil and grease traps shall also be provided to trap the same from contaminating the groundwater. The total cost of the rainwater harvesting structures including its maintenance is Rs. 7,50,00,000 and this cost has been included in the EMP cost.

3.16.17. Land acquisition and R&R issues involved:

3.16.18. The total land acquisition for the proposed highway is 610 ha. out of which 519.5028 ha. is private land, 76.3062 ha is Government land and remaining 14.191 Ha. is forest land (Reserved, Protected and Orange Area Forest land).

3.16.19. Employment potential, No. of people to be employed: During the construction of the road project around 1200 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 200 persons will be employed on permanent basis. The total manpower requirement for the project is 1400. Preference will be given to local people for employment.

3.16.20. Benefits of the project: To avoid major traffic congestion in Jabalpur town as the huge traffic from Bhopal, Nagpur, Raipur, Katni and Damoh passing through the city will be diverted through this ring road. Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country.

3.16.21. Details of Court cases: No Court case is involved.

3.16.22. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 322<sup>nd</sup> meeting on 21<sup>st</sup>-22<sup>nd</sup> March, 2023, **recommended** the project for grant of Environmental Clearance for the project of 'Development of 4 lane Ring Road for Jabalpur City starting from village Manegaon, Design Ch. 19+100 and ends near village Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total Length 97.900 km) by M/s National Highways Authority of India' subject to all specific and standard conditions applicable for such projects.

- i. The user agency shall provide elevated corridors between chainage of 36+600 to 38+050 to reduce breaking of patches of ravines and gullies. The alignment shall also maintain the maximum distance near Bhedaghat region.
- ii. The user agency shall form the Committee comprising the members of local villagers, Pollution control members, Dr. Niraj Sharma (Chief Scientist, CSIR-CRRI New Delhi & Member EAC-CRZ & Infra 1) and DM/ADM for monitoring the NH construction around entire Bhedaghat region and adequate funds shall be provide to the Committee for monitoring the Bhedaghat area during entire period of the pre and construction phase.

- iii. The user agency shall ensure not to damage the pristine Bhedaghat region.
- iv. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- v. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- vi. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- vii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- viii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- ix. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- x. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out by the state forest department as deposit work. Native tree species shall be planted as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Plantation should be purely of native trees and majority of Ficus species on both sides of the alignment.
- xi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xii. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- xiii. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of

presence of such, alignment will be required to be changed to save such trees.

- xiv. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- xv. Apart from land compensation, the loss for crop has also to be compensated.
- xvi. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xvii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xviii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

### **Agenda No. 3.17**

**Development of Atal Progressway starts from km 0+000 to km 414+972 of Kota (Rajasthan) to Etawah (Uttar Pradesh) via Sheopur, Morena & Bhind (Madhya Pradesh) (total length 414.972 km) by M/s National Highway Authority of India – Environmental Clearance.**

#### **Proposal No. IA/MP/INFRA1/423839/2023 and File No. 10/27/2022-IA.III**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.17.1. The project proponent along with the DPR Consultant M/s Intratech Civil Solutions (Consortium) and ETA consultant M/s Oceao Enviro Management Private Solutions Pvt. Ltd



made a presentation through Video Conferencing and provided the following information:-

3.17.2. The proposed Greenfield project is for development of Atal Progress-way' from Kota to Etawah, an access controlled green field expressway project in the states of Rajasthan, Madhya Pradesh and Uttar Pradesh. The total length of the project is approx. 408.77 Km. The Proposed Right of Way (RoW) is 60 m for Rajasthan and Uttar Pradesh area and 100 m for Madhya Pradesh Area.

3.17.3. The proposed project starts from location at near Karadiya village, Kota, Rajasthan (Design Ch. 0+000) and terminates near Rajipur village, Etawah, Uttar Pradesh (Design Ch. 414+972). The geo coordinates of the project location Start at Latitude 25°10'10.03"N Longitude 76°06'10.62"E and ends at 26°49'33.07"N, Longitude 79°18'45.02"E.

3.17.4. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs 1152035 Lakh.

3.17.5. ToR proposal was considered by the Expert Appraisal Committee (EAC) in its 302<sup>nd</sup> meeting held on 7<sup>th</sup> July, 2022. The MoEF&CC granted Terms of Reference (ToR) granted on 10<sup>th</sup> August 2022.

3.17.6. Public Hearing: Public Hearing was conducted by Madhya Pradesh, Rajasthan and Uttar Pradesh State Pollution Control Board (SPCB) the details are as follows:

| <u>S.No</u> | Name Of District | Date Of Public Hearing  | Venue And Time Of Public Hearing   | Authorised Person Name      |
|-------------|------------------|-------------------------|--|-----------------------------|
| 1           | Morena M.P       | 20.02.2023<br>(Monday)  | (within office time) Eco Center and Gharial palan Center, Deori, A.B Road Morena         | Shri Narottam Prasad ( ADM) |
| 2           | Bhind M.P        | 24.02.2023<br>(Friday)  | 11:00 AM, Office of Sub-Divisional Officer (Revenue), Ater, Disrict-Bhind (M.P.)         | Shri J.P. Saiyam ( ADM)     |
| 3           | Kota Raj.        | 27.02.2023<br>(Monday)  | (within office timing) Panchayat Samiti Sabhagar, Sultanpur, Kota, District- Kota (R.J.) | Shri Hari Mohan Meena (ADM) |
| 4           | sheopur M.P      | 28.02.2023<br>(Tuesday) | (within office timing) Nishadraj Bhavan, Jila Panchayat Sheopur, District-Sheopur (M.P.) | Shri Anuj Rahtogi (ADM)     |

|   |            |                         |   |                          |
|---|------------|-------------------------|---|--------------------------|
| 5 | Etawah U.P | 28.02.2023<br>(Tuesday) | (within office Time)<br>Collectorate Auditorium<br>Room, Etawah, District-<br>Etawah (U.P.) | Shri Jaiprakash<br>(ADM) |
|---|------------|-------------------------|---|--------------------------|

3.17.7. Land use/Land cover of project site:

| S. No.       | Land use/Land cover | Area (ha)      | %             |
|--------------|---------------------|----------------|---------------|
| 1.           | Settlement          | 1.93           | 0.07          |
| 2.           | Waterbodies         | 15.22          | 0.56          |
| 3.           | Bare Ground         | 1.86           | 0.07          |
| 4.           | Trees/Forest Area   | 47.75          | 1.77          |
| 5.           | Scrub Land          | 70.75          | 2.62          |
| 6.           | Agriculture Land    | 2559.55        | 94.90         |
| <b>Total</b> |                     | <b>2697.06</b> | <b>100.00</b> |

3.17.8. Right of Way (RoW): ROW has been proposed for 60 m for the entire length considering the present and the projected traffic including the service roads for the locals, safety issues and utility corridors. In this regard ROW has been restricted about 40 m for the stretches passing through Chambal River, and also about 50 m in the forest area as per topography, to maintain the slopes as per IRC & MORTH guidelines.

3.17.9. Terrain and topographical features: Proposed highway mostly falls in plain terrain, the land use pattern along the road alignment is mixed barren, agriculture and forest.

3.17.10. Details of water bodies, impact on drainage: A total of 56 water bodies will be affected by the proposed project (12 Rivers, 3 River Branches, 13 Canals, 15 Canal branches, 3 Ponds and 10 Nallah). The details are as following:

| S.no | Name                           | Village Name | Type canal/river      | Chainage | Area in Sq.m |
|------|--------------------------------|--------------|-----------------------|----------|--------------|
| 1    | Kota Right Main Canal          | Gumanpura    | Major canal           | 3+600    | 3752.55      |
| 2    | Sub Branch of Right Main Canal | Ukalda       | Branch of major canal | 4+900    | 119.17       |
| 3    | Sub Branch of Right Main Canal | Kalarewa     | Branch of major canal | 5+300    | 119.25       |
| 4    | Distributary of Chambal River  | Amora        | Branch of river       | 7+300    | 443.71       |
| 5    | Distributary of Chambal River  | Dabar        | Branch of river       | 8+900    | 215.21       |
| 6    | Sub Branch of Right            | Sarola       | Branch of major       | 10+100   | 185.16       |

|    |                                |                  |                       |                    |               |
|----|--------------------------------|------------------|-----------------------|--------------------|---------------|
|    | Main Canal                     |                  | canal                 |                    |               |
| 7  | Sub Branch of Right Main Canal | Sarola           | Branch of major canal | 11+200             | 261.72        |
| 8  | Sub Branch of Right Main Canal | Kherli Dhakr     | Branch of major canal | 14+000             | 110.75        |
| 9  | Kishanganj Distributary Canal  | Saneeja Baor     | Major canal           | 28+200             | 149.74        |
| 10 | Kishanganj Minor Canal         | Kishan Ganj      | Branch of major canal | 31+500             | 917.59        |
| 11 | Umedpura Minor Canal           | Kishan Ganj      | Branch of major canal | 32+600             | 648.5         |
| 12 | Irrigation canal               | Barod            | Branch of major canal | 34+000             | 1957.32       |
| 13 | Irrigation canal               | Barod            | Branch of major canal | 34+400             | 414.35        |
| 14 | Kali Sindh River               | Kotra Deepsi     | River                 | 39+200<br>39+300   | –<br>12397.88 |
| 15 | Nallowata Village Pond         | Nallowata        | Pond                  | 40+900             | 1163.39       |
| 16 | Dattaro Nalla                  | Mundli           | Nalla                 | 43+900             | 534.61        |
| 17 | Nagaria Nalla                  | Ranodiya         | Nalla                 | 47+500             | 1241.07       |
| 18 | Sukni Nadi                     | Etawah           | River                 | 52+200<br>52+300.  | –<br>13192.39 |
| 19 | Etawah Branch Canal            | Etawah           | Major canal           | 55+000             | 1033.19       |
| 20 | Pateria Nalla                  | Kherli Beris     | Nalla                 | 62+600             | 441.72        |
| 21 | Parbati River                  | Khatoli          | River                 | 720+00<br>72+100   | –<br>12561.36 |
| 22 | 10L Distributary Canal         | Bitthalpur (M.P) | Major canal           | 79+000             | 625.31        |
| 23 | Irrigation Canal               | Pahadlya         | Branch of major canal | 85+200             | 262.53        |
| 24 | 4L Minor Canal                 | Dantarda Kalan   | Branch of major canal | 94+800             | 252.18        |
| 25 | 8L Minor Canal                 | Jawadeshwar      | Branch of major canal | 100+900            | 264.83        |
| 26 | Seep River                     | Manpur           | River                 | 107+100            | 4707.05       |
| 27 | Param Nadi                     | Tarra Khurd      | River                 | 125+400            | 1861          |
| 28 | Lehdiya Nalla                  | Tarra Khurd      | Nalla                 | 129+400            | 449           |
| 29 | Stream of Doni Nalla           | Tarra Khurd      | Nalla                 | 130+300<br>130+400 | –<br>1996.14  |
| 30 | Bagher Nalla                   | Hirapura         | Nalla                 | 137+400            | 773.79        |

|    |                                    |                |                       |                    |          |
|----|------------------------------------|----------------|-----------------------|--------------------|----------|
| 31 | Sukher Nalla                       | Daulpura       | Nalla                 | 146+600            | 2319.16  |
| 32 | Bager Nalla                        | Nadigaon       | Nalla                 | 150+900            | 2283.51  |
| 33 | Kuno River                         | Jakher         | River                 | 156+600<br>156+700 | 10911.33 |
| 34 | Chambal Right Main Canal           | Pancho         | Major canal           | 160+200            | 3445.99  |
| 35 | Kharair Nalla                      | Pancho         | Nalla                 | 160+600            | 705.33   |
| 36 | Chambal Right Main Canal           | Badagaon       | Major canal           | 165+700            | 2882.09  |
| 37 | Dhaikoli Nalla                     | Kaimara Kalan  | Nalla                 | 170+800            | 505.58   |
| 38 | Tributary of Jamoniya Nalla        | Kaimara Khurd  | Nalla                 | 173+100            | 565.99   |
| 39 | Ambah Branch Canal                 | Jhundpura      | Major canal           | 207+000            | 2529.48  |
| 40 | Kunwari Nadi                       | Galetha        | River                 | 244+700            | 2247.1   |
| 41 | Tributary of Kunwari Nadi          | Galetha        | Branch of river       | 245+000            | 494.44   |
| 42 | Bhagwansingh Ka Pura Village Pond  | Galetha        | Pond                  | 247+000<br>247+100 | 1210.87  |
| 43 | Kunwari Nadi                       | Sihori         | River                 | 248+000            | 3149.33  |
| 44 | Ambah Branch Canal                 | Sihori         | Major canal           | 249+900            | 4090.24  |
| 45 | Chambal Right Main Canal Upper     | Ambah          | Major canal           | 292+100            | 1787.57  |
| 46 | 48 R Distribuatry Canal            | Mahua          | Major canal           | 307+500            | 2824.62  |
| 47 | Chambal River                      | Gyanpura       | River                 | 378+100            | 22149.93 |
| 48 | Yamuna River                       | Rampura        | River                 | 380+300            | 7104.65  |
| 49 | Bidhipur Distributary Canal        | Kankarpur      | Major canal           | 387+800            | 1876.04  |
| 50 | Sengar River                       | Etawah         | River                 | 395+700            | 1284.65  |
| 51 | Kandhesi Distributary Canal        | khojipur       | Major canal           | 403+800            | 819.15   |
| 52 | Bholi Minor Canal                  | Jetu Pur Bajgi | Branch of major canal | 404+900            | 846.75   |
| 53 | Umarsenda Distributary Canal       | Umer Senda     | Major canal           | 405+400            | 1300.72  |
| 54 | Etawah Branch (Lower Ganaga Canal) | Umer Senda     | Major canal           | 406+800            | 4879.72  |
| 55 | Ahneya Nadi                        | Adlipur        | River                 | 410+700            | 1420.85  |
| 56 | Sarava Village Pond                | Sarava         | Pond                  | 412+800            | 2091.02  |

3.17.11. Water requirements: Approx. 40000 KL of water will be extracted from suitable surface sources (canals) or ground water after obtaining necessary permissions from the competent authority.

3.17.12. Details of tree cutting and Green belt development: Approx. 4922 No of trees in

forest area will be required to cut after taking permission from the concerned authority. About 600000 numbers of plant are proposed as avenue plantation the proposed ROW.

3.17.13. Forest Diversion: the total forest land involved in the proposed alignment is 47.75ha. The proposed alignment is passing through the reserve forest & protected forest also in the state of Rajasthan, Madhya Pradesh and Uttar Pradesh. The details are as following:

| S. no             | State     | Districts               | Reserved Forest & other Forest (Ha.) | Protected Forest (Ha.) |
|-------------------|-----------|-------------------------|--------------------------------------|------------------------|
| 1                 | Rajasthan | Kota                    | 18.06                                | Nil                    |
| 2                 | MP        | Sheopur, Morena & Bhind | 2.14                                 | Nil                    |
| 3                 | UP        | Etawah                  | 27.55                                | 6.30853                |
| Total Forest Land |           |                         | 47.75                                |                        |

3.17.14. The proposed alignment passes through ESZ Zone, Badlands (i.e. undulating floodplain) and ravines area of Chambal, National Chambal Sanctuary and crossing the Protected Area; National Chambal Sanctuary in Madhya Pradesh. The Chainage no. 71+800 to 76+000 of proposed alignment is passing through the Eco Sensitive Zone (ESZ) of National Chambal Sanctuary above Parbati river crossing the important basking/breeding site Critically endangered Gharial, Red Crowned roofed turtle and vulnerable mugger species. Further the Chainage no. 368+500 to 380+500 of proposed alignment is passing through the Eco Sensitive Zone (ESZ) of National Chambal Sanctuary above Chambal and Yamuna crossing the important basking site for Critically endangered Gharial, Red Crowned roofed turtle and vulnerable mugger and Indian roofed turtle in Chambal River.

3.17.15. Detailed Bio-diversity Impact Assessment study of the proposed alignment including conservation/mitigation plan has been carried out by Zoological Survey of India as per the Eighteen (18) species of mammals using signs, animal droppings, camera traps, and direct sightings (Plate 1, Annexure II). A total of 148 signs of non-invasive evidences of mammals were recorded in the study period. The overall encounter rate was highest for Nilgai (0.063±0.011), followed by Golden Jackal (0.052±0.007), Wild Boar (0.049±0.009) and Rhesus Macaque (0.039±0.008) they were more or less uniformly distributed in most of the sampling trails walked. A total of 226 and 147 individuals of gharial and Muggers were recorded from the sampling stations respectively. The camera trapping in the study landscape indicated that the overall capture rate was highest for Sambar, followed by Indian Crested Porcupine and Wild boar. A total of 147 species of birds were reported (Annexure 1) and rank abundance test revealed that Charadriidae family was the most dominant family followed by Phasianidae, Ardeidae, Motacillidae, Laridae, Columbidae, Pycnonotidae, Phalacrocoracidae etc. A total of twelve species of reptiles were recorded during the survey (Annexure 2). Among the recorded species the Three Striped roofed Turtle (*Batagur dhongoka*), Red Crowned roofed turtle (*Batagur kachuga*) and Gharial (*Gavialis gangeticus*) is listed as Critically Endangered species, Indian softshell turtle (*Nilssonina gangetica*) is listed as

Endangered, Indian roofed turtle (*Pangshura tecta*), Mugger (*Crocodylus palustris*) is listed as Vulnerable species as per the IUCN Red List (Plate 1) and schedule I species.

3.17.16. Waste Management: Excavated earth/muck is likely to be generated due to road preparation activities. The muck will also be generated during cutting of road section. All the muck generated will be disposed as per C&D Waste Management rule 2016 and other applicable law.

3.17.17. Details of Rain Water Harvesting: The rainwater-harvesting chamber shall be placed at every 500 m interval with dimensions of 2 x 2 x 0.75m<sup>3</sup> all throughout the project corridor.

3.17.18. Land acquisition and R&R issues involved: Land acquisition and R&R issues: About 454.51 ha land is likely to be acquired as per NH Act 1956. A total number of 52 structures will be affected due to proposed Road. Compensation will be given as per NHAI Act, 1956 and Right to fair compensation and transparency in land acquisition, rehabilitation and Resettlement (RFCT LARR) Act, 2013 According to the provisions of the National Highways Act, 1956 and the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act).

3.17.19. Employment generation: During construction phase, about 3000 persons will be employed through contractor temporarily for a period of 2 years. During operation phase about 1500 persons will be employed due to construction of toll plazas.

3.17.20. Benefits of the Project: The proposed access controlled project with new alignment has been envisaged through an area, which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The project will enhance economic development in the area through industrial areas, tourism commercial development and consequent employment. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. It will enhance opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as wayside amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.17.21. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, **recommended** the project for grant of Environmental Clearance for the project of 'Development of Atal Progressway starts from km 0+000 to km 414+972 of Kota (Rajasthan) to Etawah (Uttar Pradesh) via Sheopur, Morena & Bhind (Madhya Pradesh) (total length 414.972 km) by M/s National Highway Authority of India' subject to all specific and standard conditions applicable for such projects.

- i. The environmental clearance is subject to obtaining prior clearance from the wildlife angle, including clearance from the Standing Committee of the National Board for Wildlife, as applicable, Grant of environmental clearance does not necessarily imply that Wildlife Clearance and other clearances shall be granted to the project and that their proposal for Wildlife Clearance and other clearances will be considered by the respective authorities on its merit and decision taken.

- ii. All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC.
- iii. The habitat improvement should also include the creation of waterholes in few sites, plantation of local species of shrubs, herbs and trees in the 2 km radius of the Chainage no. 379+500 to 379+600, 375+100 to 375+200, 244+900 to 245+000, 179+400 to 179+500, 155+300 to 155+400, 143+300 to 140+400. The aim is to ensure water and food availability for the wildlife species in the landscape because linear structures results in fragmentation and degradation of habitat. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC.
- iv. The alignment segment from Chainage no. 71+800 to 72+200, 107+000 to 107+200 and 377+500 to 378+500 are identified as an important area in terms of possible wildlife movement. In the study landscape Parbati river with 60 km stretch of Parbati river and 435 km stretch of Chambal River found to be important breeding/nesting/basking sites for both Gharial and Mugger species. Both the species prefer sand banks and hard soil and rocks for basking for long hours. The user agency shall provide culvert at chainage 140+400, 143+300 and 155+300 to 155+400, Elevated structure shall provide from chainage 179+400 to 179+500 and 244+900 to 245+000 and underpass shall provide 375+100 to 375+200 and 379+500 to 379+600.
- v. As committed by the PP, the user agency shall provide an elevated Wildlife Suspension bridge without disturbing the basking /breeding ground for Critically Endangered species in chainage no. 71+800 to 72+200, and chainage no. 377+500 to 378+500 thus provide safe ravine habitat. Further sound barriers should be made to minimize disturbance along with the minimum 3 mts tall net structure on both the side of the bridge to prevent dumping of waste material in the river from the bridge should also be installed in all the mentioned structure.
- vi. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC
- vii. All the recommendations made by the Zoological Survey of India (ZSI) in the Bio-diversity Impact Assessment study of the proposed alignment including conservation/mitigation plan shall be implemented. ZSI should also monitor the impacts and suggest additional measures during the entire construction phase of the project. The required funds for the same to be deposited with ZSI within 3 three months from the grant of EC.
- viii. The wildlife conservation action plan, in the present study aims to provide remedies or strategies for the long-term viability of wildlife species. These strategies should be

implemented with the active support and supervision of the Divisional Forest Officer of the area. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC.

- ix. Habitat improvement in selected segment of the proposed alignment: The alignment segment from Chainage no. 71+800 to 72+200, 107+000 to 107+200 and 377+500 to 378+500 are identified as an important area in terms of possible wildlife movement. In the study landscape Parbati river with 60 km stretch of Parbati river and 435 km stretch of Chambal River found to be important breeding/nesting/basking sites for both Gharial and Mugger species. Both the species prefer sand banks and hard soil and rocks for basking for long hours. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC.
- x. Further precautionary management strategies such as improvement of habitat for these species should be taken up by the National Highway Authority with the active support of the local Forest.
- xi. Conservation Action Plan for Schedule-I species found in the study area: Construction of various intervention structures in the following Chainage no. in the study area as suggested by state forest departments. The required funds for the same to be deposited to respective state forest departments within 3 three months from the grant of EC
- xii. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- xiii. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.
- xiv. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.
- xv. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- xvi. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.
- xvii. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.



- xviii. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out by the state forest department. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Plantation should be purely of native trees with majority of native Ficus species on both sides of the alignment. Plantation will be done by respective state forest departments as a deposit work.
- xix. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.
- xx. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- xxi. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- xxii. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.
- xxiii. Apart from land compensation, the loss for crop has also to be compensated.
- xxiv. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xxv. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.
- xxvi. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.
- xxvii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit

to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

### Agenda No. 3.18

**3.18.1. Development of 4 lane Greenfield Access controlled highway starts from existing Ch:33+300 of NH- 363 (Proposed- Km.00.00) in the state of Telangana and terminates at existing Ch.112+200 of NH-353C in Gadchiroli in the state of Maharashtra state (150 km) Section which is further sub divided into following sections: • Section 1: Bellampalle - MH/TL Border in Telangana state passing through two no of districts namely Mancherial and Kumuram –Bheem- Asifabad (Total length – 64 km) by M/s National Highway Authority of India – Terms of Reference**

3.18.2. Proposal No. IA/TG/INFRA1/422162/2023 and File No. 10/22/2023-IA.III

3.18.3. The project proponent along with the DPR Consultant M/s Geokno India Private Ltd and EIA consultant M/s. RITES Limited made a presentation through Video Conferencing and provided the following information:-

3.18.4. Development of 6-lane Greenfield Access Controlled highway starting from Bellampalle on NH-363 (Mancherial-Chandrapur Highway) in Telangana state and terminating at Gadchiroli on NH-353C on (Gadchiroli-Nagpur Highway) in Maharashtra State (150km) section which is further sub divided into section-1: Bellmapalle - MH/TL Border in Telangana State (64km) by M/s National Highways Authority of India.

3.18.5. The alignment It takes off from Existing Ch:33+300 of NH- 363 (Mancherial-Chandrapur HWY), Proposed- Km.00.000 in the state of Telangana. The Latitude and Longitude of start point is 19°6'43.36"N and 79°27'56.20"E respectively and Terminates at TL/MH Border on River Wardha, Proposed Ch. 64.000. The Latitude and Longitude of start point is 19°35.310'N and 79° 40.075'E respectively.

3.18.6. The proposed project falls under 7(f) - Highway, Category-A, as per EIA notification 2006. General conditions also applicable to the instant alignment as Interstate boundary between Telangana and Maharashtra. Total investment/cost of the project is Rs. 2564.23Cr.

3.18.7. Land use/ Land cover of the project site:

| S.No. | Land use/Land cover              | Area (ha)  | Percentage % | Remarks if any             |
|-------|----------------------------------|------------|--------------|----------------------------|
| 1.    | Private land/<br>Government land | 390        | 86.67        | Agriculture/Barren<br>Land |
| 2.    | Forest land                      | 60         | 13.33        | -                          |
|       | <b>Total</b>                     | <b>450</b> | <b>100</b>   | -                          |

3.18.8. Right of Way (RoW): The Proposed Right of Way is 70m in Plain & Rolling Terrain and 60 m in Forest Area as per the requirement keeping in view the fully access controlled Highway with 6 lane dual carriage way configuration in non-forest area.

3.18.9. Terrain and topographical features: The project area is located in the state of Telangana. The topography in the proposed project area is mainly plain and undulating area. The areas have an elevation ranging of 214 -244 m.

3.18.10. Details of water bodies, impact on drainage: Project crosses 2- Rivers namely Padavegu & Wardha River. Proposed alignment passes through the edge of ponds which is approx .3 no. Falling along the alignment. There shall be no major impact on the drainage system as 322 nos. numbers of structures (such as culverts, minor bridges, major bridges etc.) will be constructed.

3.18.11. Water requirements: The total requirement of water for construction is estimated to 100000 KLD. Water will be extracted from surface sources. The ground water will be abstracted for camp site after obtaining the permission from appropriate authority. The ground water will be abstracted for camp site after obtaining the permission from ground water board.

3.18.12. Tree cutting: The alignment will require cutting of approximately 5000 nos. of trees falls in proposed ROW. However, bare minimum no. of trees to be felled for construction of six lane road. Detailed tree inventories will be provided after joint enumeration with the appropriate authority in EIA.

3.18.13. Diversion of forest land: Approx. 60 ha land under RF land including PF of roads and canals. The forest proposal shall be prepared after consultation with concerned forest officer if it attracts FC under section 2, 1980.

3.18.14. The Proposed Greenfield alignment passes at a distance of 5.26 km (approx.) away from the boundary of proposed but not notified in State/ Central Gazette Kanhargaon Wildlife Sanctuary (Start Ch: 46+872 Km to End Ch: 64+000 Km) for a total length of 17.128 Kms through 10km Buffer Zone. Approximate 60 Ha of forest land in 9.0 km of forest length will require to be diverted. The proposed Greenfield Alignment is crossing the Tiger Path from km 40+350 to km 43+430 approx. 3.08 km.

3.18.15. Land acquisition and R&R issues involved: About 450 ha land likely to be acquired as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.

3.18.16. Employment potential, No. of people to be employed: - During the construction of the road project around 500 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 250 persons will be employed on permanent basis. The total manpower requirement for the project is 750. Preference will be given to local people for employment. The Project will enhance economic development in the area through industrial growth, agricultural, and commercial development and consequent employment generation, savings in travel time & shall provide easy access to social infrastructure.

3.18.17. Benefits of the project - The proposed project corridor starts Existing Ch:33+300 of NH- 363 (Mancherial-Chandrapur HWY), Proposed- Km.00.000 in the state of Telangana, and terminates at TL/MH Border on River Wardha, Proposed Ch. 64.000. The approx. length of proposed alignment is 64 Km. The proposed access controlled project with new alignment has

been envisaged through an area which shall have the advantage of simultaneous development as well as shall result in a shorter distance to travel. The project will enhance economic development in the area through industrial areas Agriculture (Market access), commercial development and consequent employment. The junctions with existing road will be planned in the form of interchanges and flyover to ensure uninterrupted flow of traffic. The proposed road would act as the prime artery for the economic flow to this region. It will enhance opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

3.18.18. Details of Court cases- No court cases are involved.

3.18.19. The EAC, observed the following:

The Proposed Greenfield alignment passes at a distance of 5.26 km (approx.) away from the boundary of proposed but not notified in State/ Central Gazette Kanhargaon Wildlife Sanctuary (Start Ch: 46+872 Km to End Ch: 64+000 Km) for a total length of 17.128 Kms through 10km Buffer Zone. Approximate 60 Ha of forest land in 9.0km of forest length will require to be diverted.

The proposed Greenfield Alignment is crossing the Tiger Path from km 40+350 to km 43+430

3.18.20. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 324<sup>th</sup> meeting on 19<sup>th</sup> – 21<sup>st</sup> April, 2023, **deferred** the project for grant of Terms of Reference (ToR) for the want of following documents/information:

- i. The Proposed Greenfield alignment passes at a distance of 5.26 km (approx.) away from the boundary of Kanhargaon Wildlife Sanctuary (Start Ch: 46+872 Km to End Ch: 64+000 Km) for a total length of 17.128 Kms through 10km Buffer Zone. Approximate 60 Ha of forest land in 9.0km of forest length will require to be diverted.
- ii. The proposed Greenfield Alignment is also crossing the Tiger movement areas from km 40+350 to km 43+430.
- iii. The proposed alignment is a continuation of proposal 3.2 (*Bellampalle-Gadchiroli*) and 3.5. *The alignments in totality (proposals number 3.2, 3.5 and 3.18) are passing through the wildlife corridors of Tadoba Andhari Tiger Reserve, Kanhargaon Wildlife Sanctuary, Navegaon Nagzira Tiger Reserve, Chaprala Wildlife Sanctuary, Bhamragarh Wildlife Sanctuary in Maharashtra and Indravati National Park, Bhiramgarh Wildlife Sanctuary, Sitanadi Wildlife Sanctuary, Udanti Wildlife Sanctuary in Chhattisgarh Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR. Sub-Committee will comprise of representatives of EAC, NTCA, WII, ZSI, PCCF (Wildlife) or its representative of respective states and Mr. Nitin Kakodkar, former PCCF, Govt of Maharashtra as a special invitee. The Committee will visit the sites in the month of June 2023 and assess all the three proposals (3.2, 3.5 and 3.18 cumulatively).*

**Any other item**

**Development of All-weather, Multi cargo, Greenfield Captive Jetty(ies) for handling capacity 52 MTPA at Jatadhari Muhan River, District Jagatsinghpur, Odisha by M/s JSW Utkal Steel Ltd. – Re-consideration of Environmental and CRZ Clearance**

**Proposal No. IA/OR/MIS/74417/2018 and File No. 10-68/2018-IA.III.**

1. The Hon'ble NGT Vide order dated March 20, 2023, suspended the 2 EC's dated 11.4.2022 and 12.4.2022 granted for an integrated steel plant (with cement and power plants) and a jetty project near Paradeep Port in Orissa.
2. In Appeal No. 21/2022/EZ, I.A. No. 167/2022/EZ and Appeal No. 22/2022/EZ, I.A. No. 169/2022/EZ in the matter of Prafulla Samantara & Ors. Appellant(s) Versus Union of India & Ors. Respondent(s) and Appeal No. 27/2022/EZ I.A No. 04/2023/EZ in the matter of Sarita Barpanda & Ors Appellant(s) Versus Union of India & Ors. Respondent(s). The Hon'ble NGT Vide order dated March 20, 2023, has suspended the above-mentioned ECs with certain directions.
3. As per the Order of Hon'ble NGT order dated 20.03.2023 the proposals need to get a fresh appraisal by the EAC, Accordingly, the proposal is placed before the EAC held on 19th to 21st April, 2023 for the appraisal of EAC.
4. The project being interlinked with the setting up of an "All- weather, Multi cargo Greenfield Captive Jetty (ies) of handling capacity of 52 MTPA at Jatadhari Muhan River, district Jagatsinghpur, Orissa", for which the Environment Clearance was granted by the Ministry of Environment, Forest and Climate Change vide letter dated 12.04.2022 to the Project Proponent (M/s. JSW Utkal Steel Limited).
5. The Environment Clearance was granted by the Ministry vide letter No. J-11011/524/2017-IA.II (I) dated 11.04.2022 for setting up of a Greenfield Integrated Steel Plant of capacity 13.2 MTPA crude steel with 10 MTPA Cement grinding unit & 900 MW Captive Plant Near Paradeep Jagatsinghpur district, Odisha by M/s. JSW Utkal Steel Limited by the industry sector-II.
6. Appeals vide 21-22 of 2022 titled Prafulla Samantray Vs. Union of India & Ors. was filed before the Hon'ble National Green Tribunal (Eastern Zone), challenging the EC granted dated 11.04.2022 by the Ministry. The Environment Clearance for setting up of the ISP and Cement grinding unit was challenged in Appeal No. 21/2022 and the Environment Clearance dated 12.04.2022 for setting up the Captive jetty was challenged in Appeal No. 22/2022 before the same Bench.
7. Both the appeals were connected and were heard together at length during the proceedings. However, the Hon'ble NGT, vide its final order and judgment dated 20.03.2023 has allowed the Appeals and suspended the Environment Clearance granted for both the projects. Accordingly, Hon'ble NGT has remitted the matter to the MoEF&CC for fresh appraisal and decision by MoEF&CC in the light of observations made in the judgement. The issues highlighted by the Hon'ble NGT are as follows:
  - a. Cumulative EIA saw the light of the day for the first time after the public hearing
  - b. Permissibility of sourcing water from Mahanadi when drinking water is scarce has not been duly evaluated. The observation with regard to scarcity of water can be seen in the minutes of the meeting dated 18.05.2021. The

recommendation accepting the contra stand of the PP is not based on independent evaluation.

- c. Jetty is located within 500 meters of the Paradeep Port which is unnecessary as opined in the report submitted by Ms. Meena Gupta earlier.
  - d. Paradeep is polluted industrial area.
  - e. The SIA has been conducted later and was not part of public hearing.
  - f. The project by Posco was abandoned and was adversely commented upon by this Tribunal vide order dated 30.03.2012 in Appeal No. 08/2011 which aspect has not been examined.
  - g. Conditions stipulated in the EC granted to POSCO will have to be considered, in case ECs are to be granted.
8. The Project proponent has attended the EAC meeting and informed the EAC that after the judgement of Hon'ble NGT, the activities are stopped and there are no activities at the project site.
9. The Committee deliberated on the directions issued by the Hon'ble NGT along with its concerned issues, The Committee is of the view that the concerns raised by Hon'ble NGT is mostly related to the EAC - Industry sector, However, the Committee requested the PP to submit the replies for the observation made by the Hon'ble NGT and needs to be addressed in detailed and systematically and Environment Clearance dated 12.04.2022 needs to be revisited.
10. The committee requested the Member Secretary, the proposal may be placed before the Committee after submission of the replies of the PP.

\*\*\*\*\*

**Annexure-A**

Following members were present during the 324<sup>st</sup> EAC (Infra-1) meeting held on 19<sup>th</sup>– 21<sup>st</sup> April, 2023.

| S. No. | Name                     | Designation                        | 19.04.2021 | 20.04.2021 | 21.04.2021 | Remarks |
|--------|--------------------------|------------------------------------|------------|------------|------------|---------|
| 1.     | Dr. Deepak Arun Apte     | Chairman                           | Present    | Present    |            | -       |
| 2.     | Sh. S. Jeyakrishnan      | Member                             | Present    | Present    |            | -       |
| 3.     | Sh. Manmohan Singh Negi  | Member                             | Present    | Present    |            | -       |
| 4.     | Sh. Sham Wagh            | Member                             | Present    | Present    |            | -       |
| 5.     | Dr. Mukesh Khare         | Member                             | Present    | Present    |            | -       |
| 6.     | Dr. Ashok Kumar Pachauri | Member                             | Absent     | Absent     |            | -       |
| 7.     | Dr. V. K Jain            | Member                             | Present    | Present    |            | -       |
| 8.     | Dr. Manoranjan Hota      | Member                             | Present    | Present    |            | -       |
| 9.     | Representative of CPCB   | Member                             | Absent     | Absent     |            | -       |
| 10.    | Representative of CGWA   | Member                             | Absent     | Absent     |            | -       |
| 11.    | Dr. M. V Ramana Murthy   | Member                             | Present    | Present    |            | -       |
| 12.    | Dr. Nirmalendu Kumar     | Member                             | Absent     | Absent     |            | -       |
| 13.    | Dr. Niraj Sharma         | Member                             | Present    | Present    |            | -       |
| 14.    | Sh. Amardeep Raju        | Scientist 'E' & MS - EAC (Infra-1) | Present    | Present    |            | -       |